

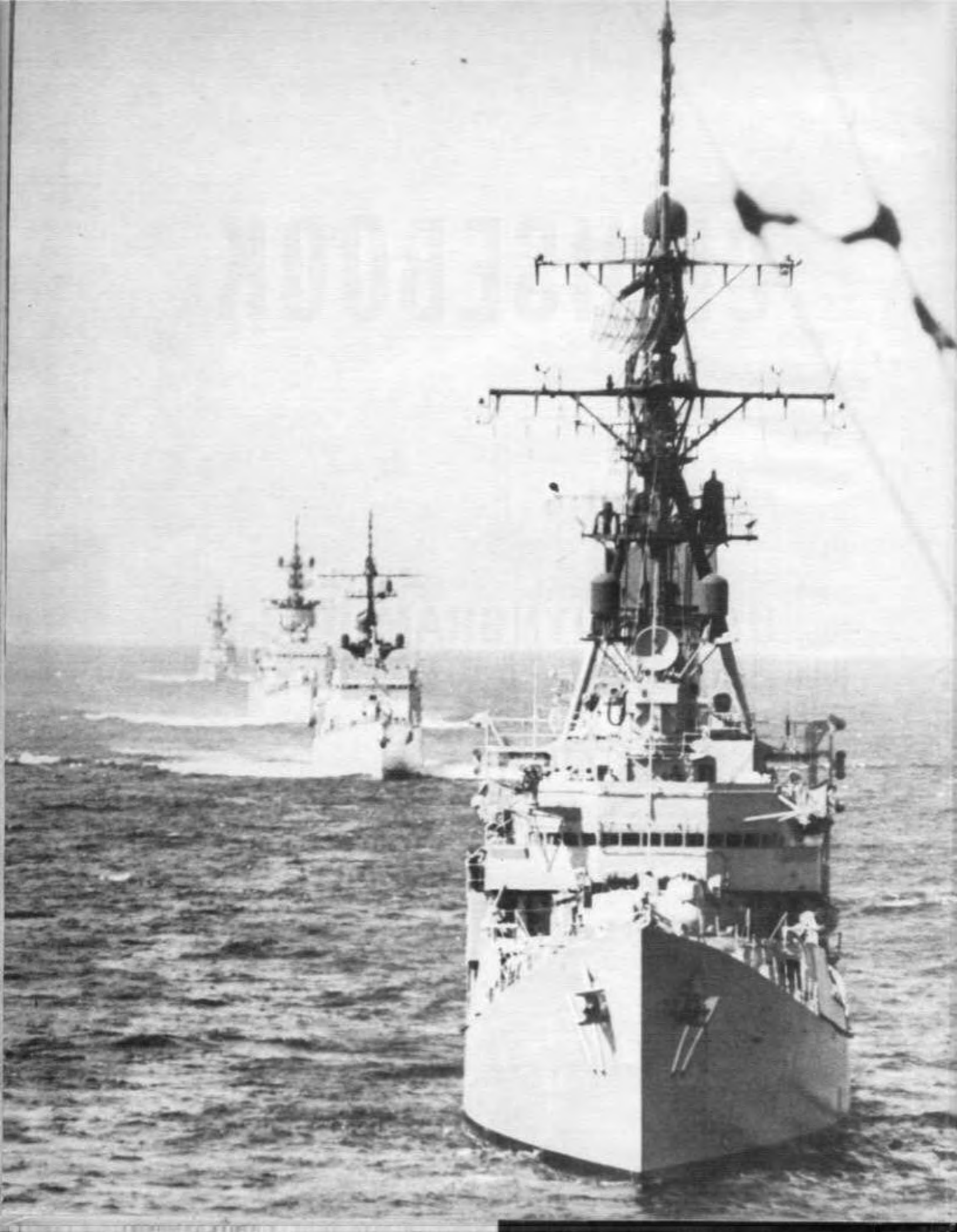
K. NURAN '77





CRUISEBOOK

**USS CONYNGHAM DDG-17
MEDITERRANEAN DEPLOYMENT
1976**



THE CRUISE

From 15 April until 25 October, 1976, *USS CONYNGHAM* deployed to the Mediterranean Sea for a six and one-half month cruise.

During the cruise, the ship burned over three million gallons of fuel to steam almost 36,000 nautical miles. She fired four missiles, two torpedoes, and over 700 rounds of five-inch gun ammunition in four major fleet exercises. Almost two dozen underway fuel and supplies replenishments and countless helo details were accomplished, and the ship's supply department processed over 12,000 requisitions. Over \$6,000 was spent by the ship during eleven port-calls in six foreign countries, despite three-quarters of the cruise being spent at sea.

Statistics don't really mean a lot — they don't tell the full story of a successful cruise. The crew is what matters. Every last man aboard played his unique part in the ship's success. This book, a reminder of a job well done, is dedicated to each man.

—The Cruise Book Staff

LT(jg) Keith Murray, USN — Editor,
photographer, writer, illustrator

EW1 Robert Lewis, USN — Illustrator

SM2 David "The Codder" Chase, USN — Illustrator, photographer

SM1 Bernard Goodin, USN and the Signal Gang — Photographers

JO3 Dennis Wooldridge, USN — Photographer

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—USS *CALIFORNIA* (CGN-36) — Page 2, 42

—All Other Photos (except some official portraits) Taken By Cruisebook Staff

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COMMANDER A. ROBIN BATTAGLINI
UNITED STATES NAVY
COMMANDING OFFICER USS CONYNGHAM DDG-17

Commander A. Robin Battaglini, a native of Brownsville, Pennsylvania, is a graduate of the Class of 1959, U.S. Naval Academy. Following graduation and commissioning he reported to the USS MANSFIELD (DD 728) where he served as Anti-Submarine Warfare Officer and Weapons Officer.

In addition to the USS MANSFIELD, Commander Battaglini has served in the following afloat commands: Boiler Officer in USS BENNINGTON (CVS 20); Executive Officer in USS ENGAGE (NSO 433); Weapons Officer in USS LUCE (DLG 7). He reported to CONYNGHAM from USS RICHARD E. BYRD (DDG 23) where he served as Executive Officer.

Commander Battaglini's duties ashore have included the U.S. Naval Postgraduate School, where he earned graduate degrees in Physics and Electrical Engineering; Naval Intelligence Liaison Officer in MY THO, Republic of Viet Nam; Weapons System Manager for the Gunnery Improvement Program in the Naval Ordnance Systems Command in Washington, D.C.

He served as CONYNGHAM's Commanding Officer from 29 June 1974 until 14 October 1976. During this period the ship underwent a complex overhaul and was deployed to the SIXTH Fleet for two deployments.

He is married to the former Veronica St. Ruth of Devon, England. They have two children, David, and Julia.

Upon departure from CONYNGHAM, CDR Battaglini assumed duties as Executive Assistant to the Director of Weapons, Systems and Engineering, NAVSEASYSKOM in Washington, D.C.



COMMANDER JOHN F. LEDER

UNITED STATES NAVY

COMMANDING OFFICER USS CONYNGHAM DDG-17

CDR John F. LEDER graduated from the United States Navy Academy with a Bachelor of Science Degree and was commissioned an ensign in June 1959. He was initially assigned duty in destroyers, serving first as ASW Officer in USS FORREST SHERMAN (DD 931) and then on the commissioning crew of USS JOHN KING (DDG 3) as Gunnery Assistant and First Lieutenant. After attending the Naval Guided Missile School at Dam Neck, Virginia, in 1964, he reported aboard USS LONG BEACH (CGN 9) as TALOS Missile Officer. From July 1966 to April 1968 he served as Weapons Officer of USS BERKELEY (DDG 15).

Upon completion of his tour aboard BERKELEY, CDR LEDER was assigned to the staff of the AAW Ship Acquisition Project Manager in the Naval Ship Systems Command. In this billet he represented both the Naval Ship Systems Command and the Naval Ordnance Systems Command during the weapons/electronics testing of USS ALBANY (CG 10) in the final phases of its AAW modernization. In August 1970 he was assigned as Prospective Executive Officer of USS DEWEY (DDG 45) prior to her recommissioning in March 1971 upon completion of her AAW modernization. He served in this billet until August 1972, when he entered the U.S. Naval War College at Newport, Rhode Island. During the academic year at the War College he also earned a Master of Science Degree in International Affairs from George Washington University. Upon completion of his studies at the War College he was assigned to the Systems Analysis Division, Office of the Chief of Naval Operations, where he served as an AAW and Surface Warfare Analyst from 1973 to 1976. He assumed command of CONYNGHAM on 14 October 1976.



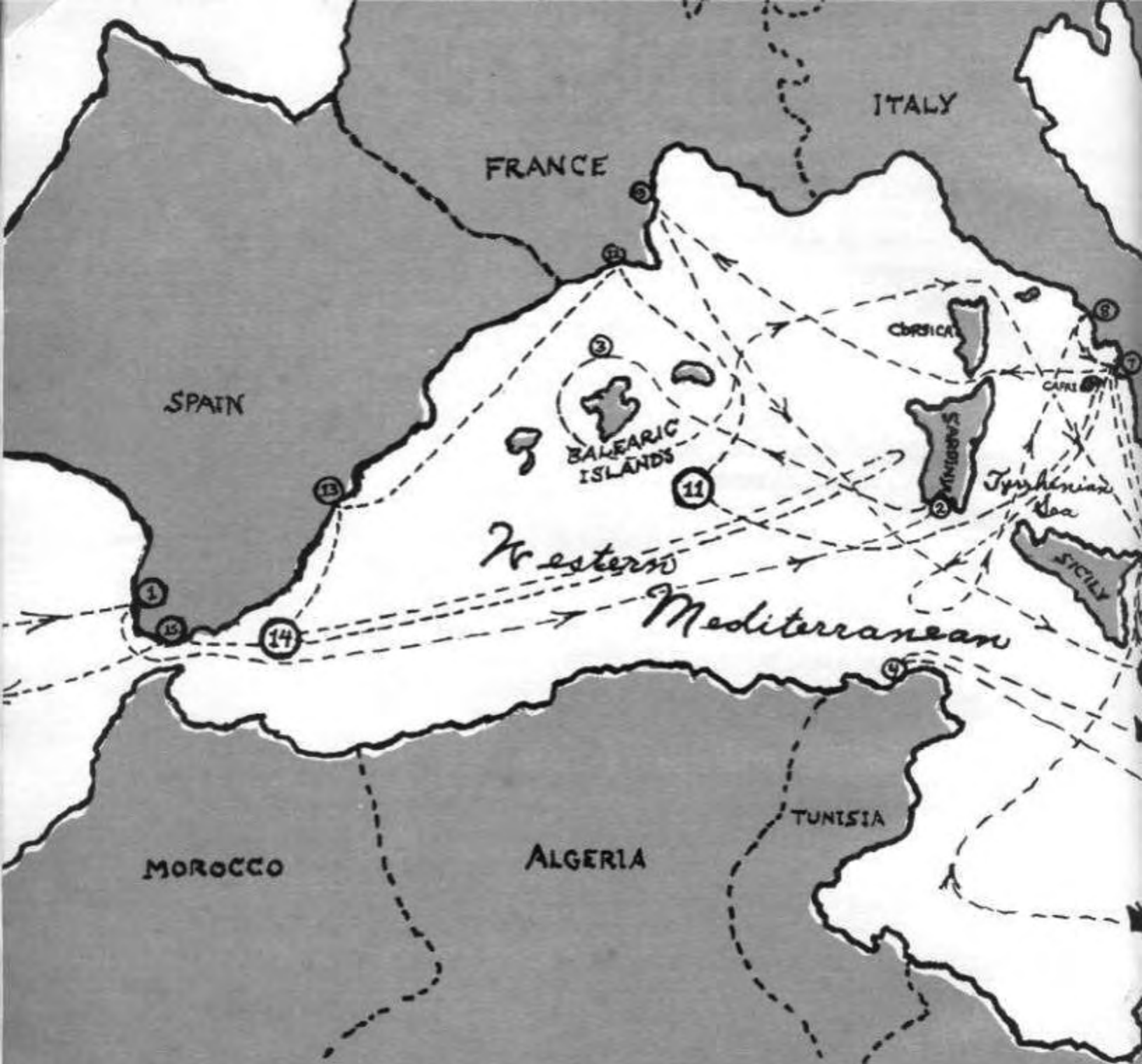
LIEUTENANT COMMANDER
MACK C. GASTON
UNITED STATES NAVY
EXECUTIVE OFFICER
24 September 74 — 2 August 76

LIEUTENANT COMMANDER
JOHN S. BURROWS, III
UNITED STATES NAVY
EXECUTIVE OFFICER
2 August 76 —



CHRONOLOGY

- 15 APRIL — UNDERWAY FROM NORFOLK
- 15 - 24 APRIL — ATLANTIC TRANSIT
- 24 - 26 APRIL — INPORT ROTA, SPAIN
- 26 - 29 APRIL — WESTERN MEDITERRANEAN OPERATIONS
- 29 APRIL - 2 MAY — INPORT CAGLIARI, SARDINIA
- 2 MAY - 4 JUNE — EASTERN MEDITERRANEAN OPERATIONS
- 4 - 8 JUNE — INPORT TUNIS, TUNISIA
- 8 JUNE - 2 JULY — EASTERN MEDITERRANEAN CONTINGENCY OPERATIONS
- 13 JUNE - BEIRUT, LEBANON EVACUATION
- 2 - 12 JULY — INPORT NAPLES, ITALY
- 12 JULY - 2 AUGUST — VARIOUS AT-SEA OPERATIONS
- 2 - 6 AUGUST — INPORT GAETA, ITALY
- 2 AUGUST — LCDR BURROWS RELIEVES LCDR GASTON AS EXECUTIVE OFFICER/SHIP ANCHORS IN GAETA
/“HOOK-EM” AWARD PRESENTATION
- 5 AUGUST — COMMANDER, U.S. SIXTH FLEET CHANGE-OF-COMMAND CEREMONY/VICE ADMIRAL
TRAIN, NEW COMMANDER, U.S. SIXTH FLEET, VISITS SHIP
- 6 AUGUST — TRANSIT TO NAPLES
- 6 - 13 AUGUST — INPORT NAPLES
- 13 AUGUST — TRANSIT TO THEOULE, FRANCE
- 14 - 18 AUGUST — INPORT THEOULE
- 14 - 16 AUGUST — THIRTY-SECOND ANNIVERSARY OF ALLIED LANDING IN SOUTHERN FRANCE: HONOR
GUARD MARCHES AT DRAMONT/WREATH-LAYING CEREMONY WITH FRENCH DESTROYER D'ESTREE
- 18 - 27 AUGUST — “NATIONAL WEEK XXI” SIXTH FLEET EXERCISE
- 27 AUGUST - 2 SEPTEMBER — WESTERN MEDITERRANEAN OPERATIONS
- 2 - 14 SEPTEMBER — INPORT NAPLES
- 14 - 23 SEPTEMBER — “POOPDECK” SPANISH NAVY BILATERAL EXERCISE
- 23 SEPTEMBER — “SINKEX”
- 24 - 28 SEPTEMBER — INPORT SETE, FRANCE
- 28 - 29 SEPTEMBER — TRANSIT TO ALMERIA, SPAIN
- 29 SEPTEMBER - 2 OCTOBER — INPORT ALMERIA
- 2 - 12 OCTOBER — “DISPLAY DETERMINATION” NATO EXERCISE
- 12 - 14 OCTOBER — STORMY TRANSIT TO GIBRALTAR, B.C.C.
- 14 - 15 OCTOBER — INPORT GIBRALTAR
- 14 OCTOBER — CDR JOHN F. LEDER, USN, RELIEVES CDR A. ROBIN BATTAGLINI, USN OF COMMAND OF
CONYNGHAM IN CHANGE-OF-COMMAND CEREMONY
- 15 - 25 OCTOBER — TRANSIT TO NORFOLK, VIRGINIA
- 25 OCTOBER — HOME



- 1. ROTA 25-27 APRIL
- 2. GAGLIARI 29 APRIL - 2 MAY
- 3. EASTERN MED OPS.
- 4. TUNIS
- 5.-6. BEIRUT EVACUATION 11-29 JUNE
- 7. NAPLES 2 - 12 JULY,
6 - 13 AUGUST
2 - 13 SEPTEMBER

- 8. GAETA 2 - 6 AUGUST
- 9. THEOULE 14 - 18 AUGUST
- 10. "NATIONAL WEEK XXI"
- 11. "POOPDECK"
- 12. SETE 24-28 SEPTEMBER
- 13. ALMERIA 1 - 2 OCTOBER
- 14. "DISPLAY DETERMINATION"
- 15. GIBRALTAR 14 - 15 OCTOBER

**MEDITERRANEAN
DEPLOYMENT**



YUGOSLAVIA

BULGARIA

Black Sea

ALBANIA

Adriatic Sea

GREECE

Aegean Sea

TURKEY

Straits of Messina

SYRIA

CRETE

CYPRUS

LEBANON

Eastern Mediterranean

ISRAEL

UNITED ARAB REPUBLIC

Red Sea

**1976
MEDITERRANEAN
VOYMENT**

K. MORAY '77



LT. J. KIMMEL
WEAPONS OFFICER



LT. W. KNIGHT
SUPPLY OFFICER



LT. D. DERUYTER
BELGIAN EXCHANGE OFFICER



LT. P. MALONEY
ENG. TRAINING OFFICER



LT. S. ROSS
NAVIGATOR



LTJG J. JANNUZZI
ELECTRONIC WARFARE OFFICER



LTJG R. KENNEDY
FIRE CONTROL OFFICER



LTJG K. MURRAY
GUNNERY ASSISTANT

OFFICERS



LT. J. PANICO
OPERATIONS OFFICER



LCDR C. RUDOLF
ENGINEER OFFICER



LT. W. SCHIESSER
MAIN PROPULSION ASSISTANT



LTJG K. McCLESKEY
CIC OFFICER



LTJG L. ZIPF
DISBURSING OFFICER



ENS. B. BALKO
DAMAGE CONTROL ASSISTANT



ENS. T. BRUBAKER
ASW OFFICER



ENS. D. LOWERY
COMMUNICATIONS OFFICER



ENS. J. MURPHY
FIRST LIEUTENANT



CWO4 H. MINZENMAYER
ELECTRONICS MAT'L. OFFICER



CWO2 J. MILLS
ENG. MAINTENANCE OFFICER

OPERATIONS

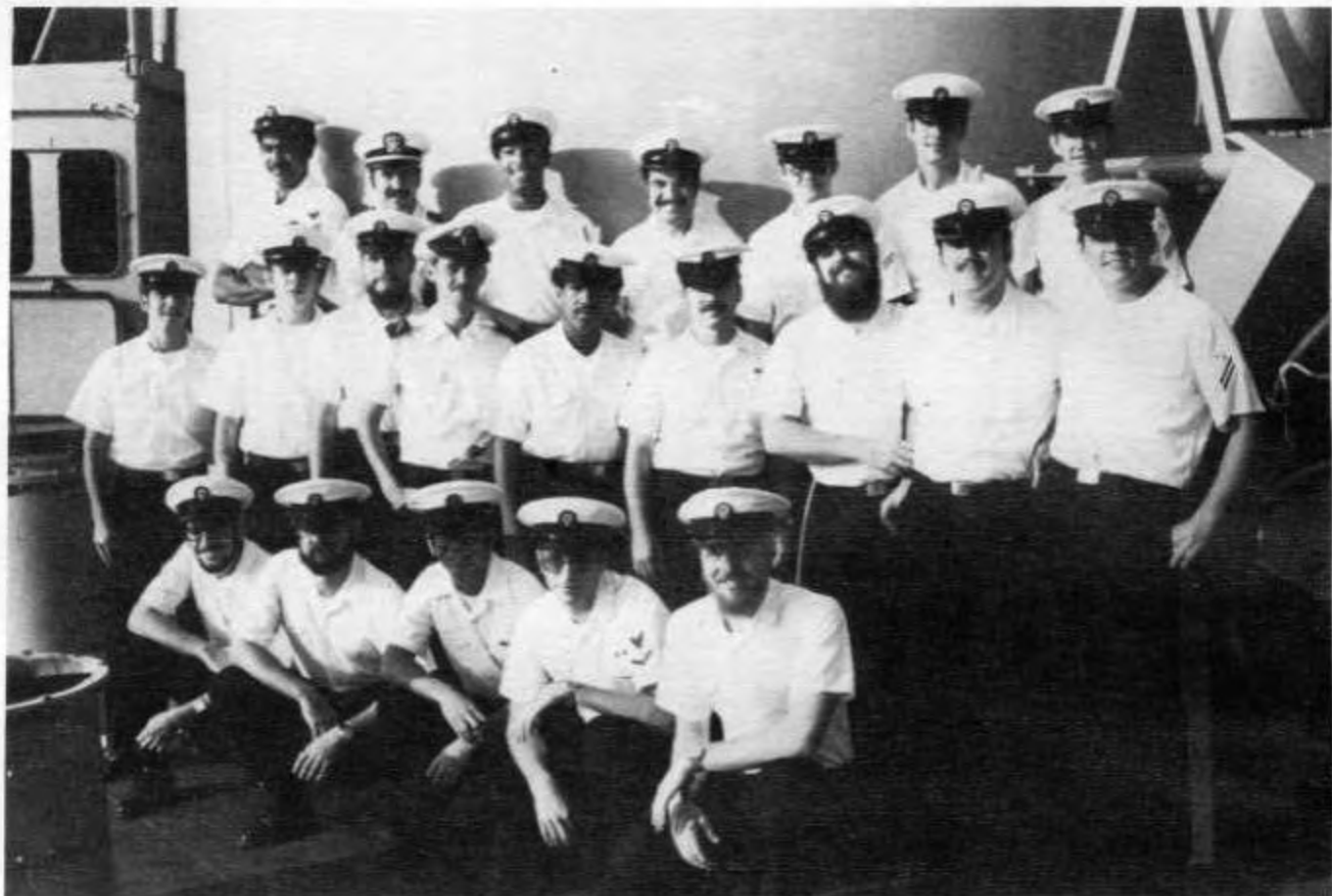




OC DIVISION



OE DIVISION



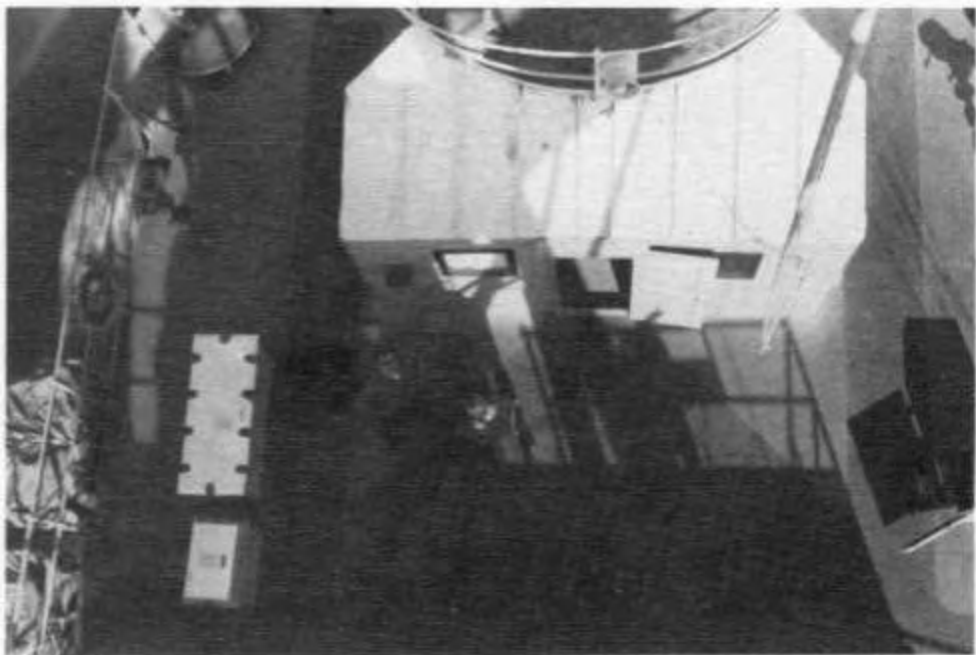
OI DIVISION



ONX DIVISION



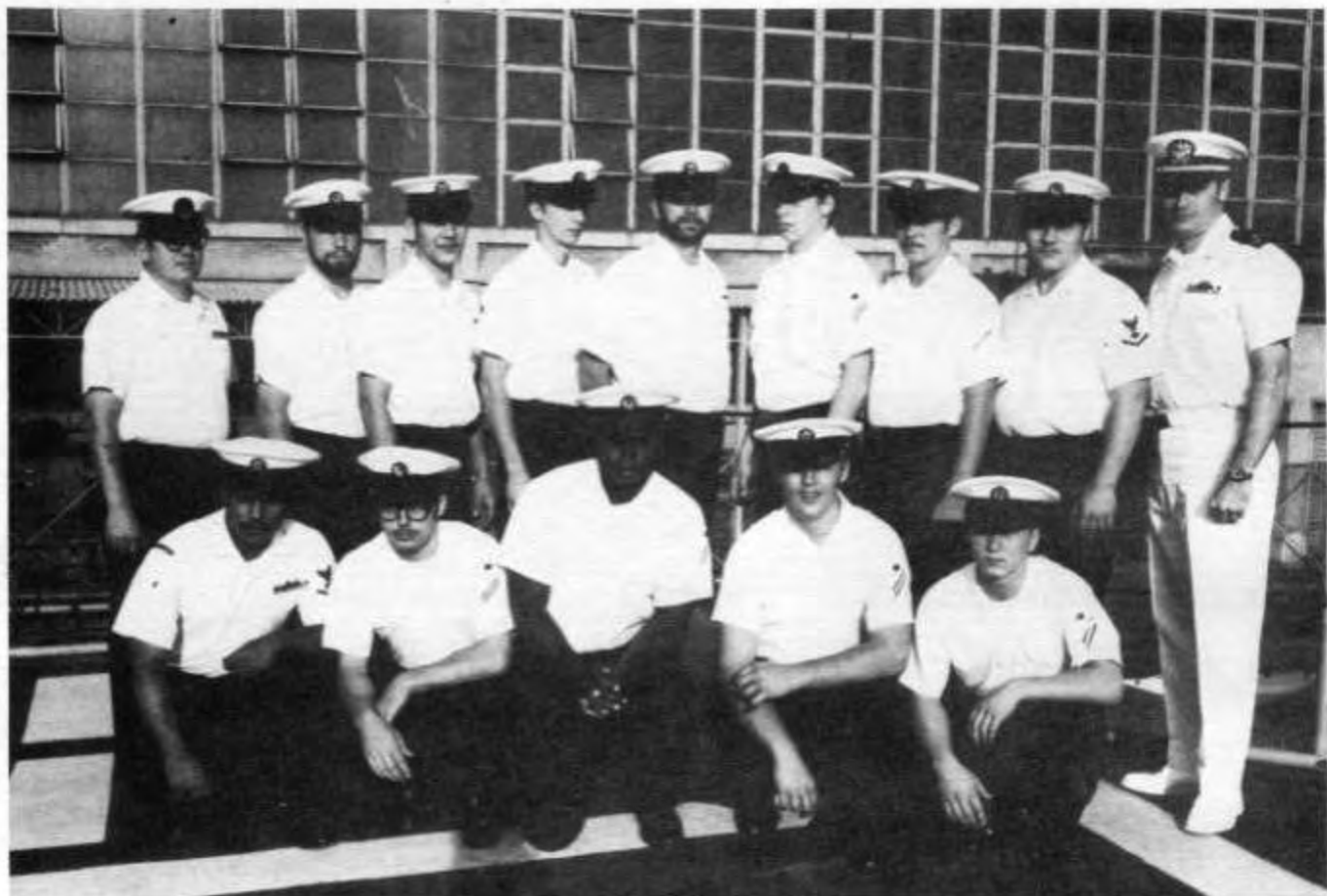
**WORKING
ALOFT**





E N G I N E E R I N G





B DIVISION (FWD)



B DIVISION (AFT)



M DIVISION



E DIVISION



R DIVISION (A-GANG)



R DIVISION (HT'S)



"Do not rotate or radiate any electronic equipment while man is reenlisting on forward stack"



"We're aft, but actually we're Number One . . ."





"Cool"

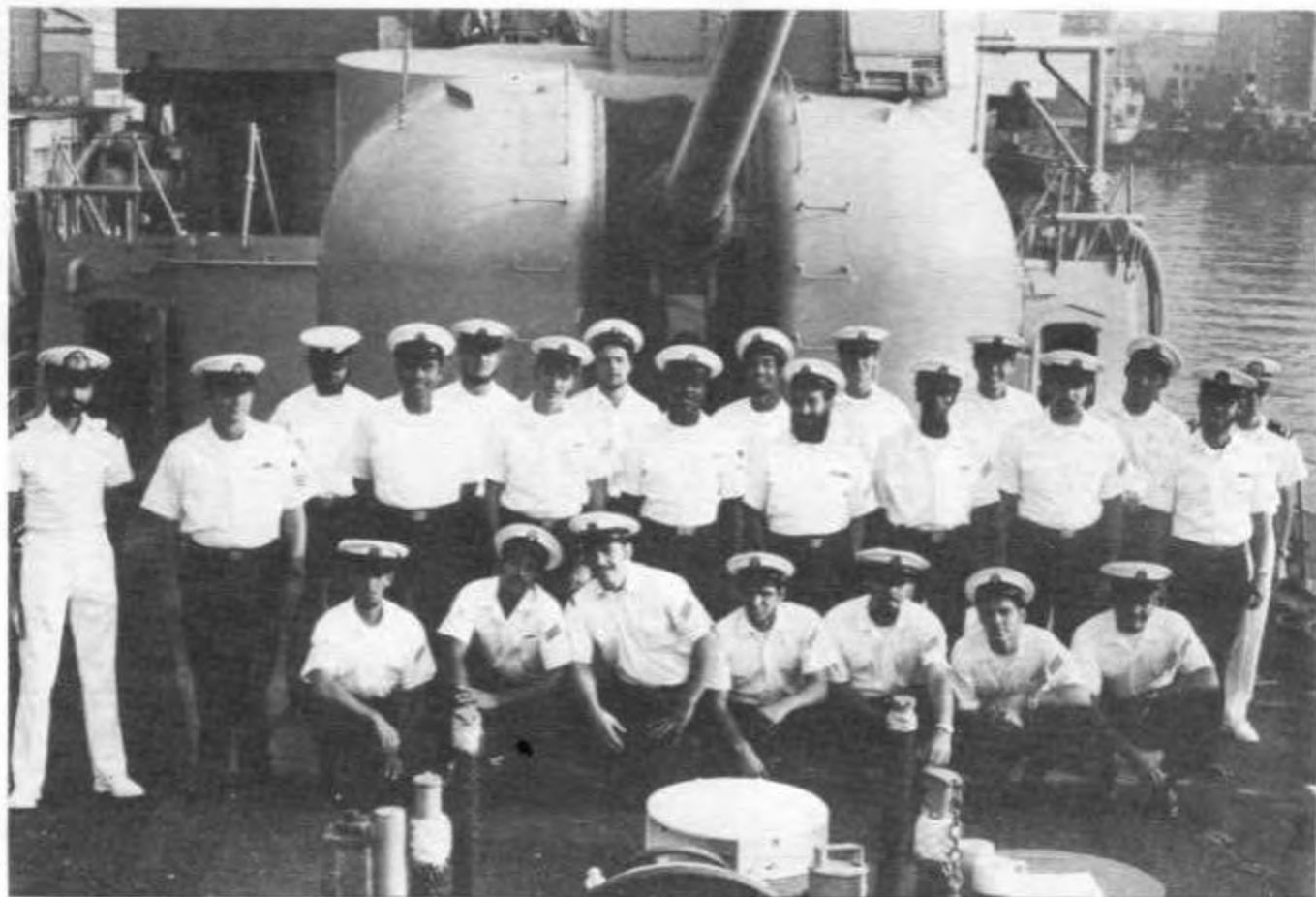


WEAPONS...



"HMMM, I SUPPOSE WE COULD
POSTPONE THE GUNNEX.... NAVIGATOR,
PLOT A COURSE FOR NORFOLK!"

"THE
Coddler"
Σ



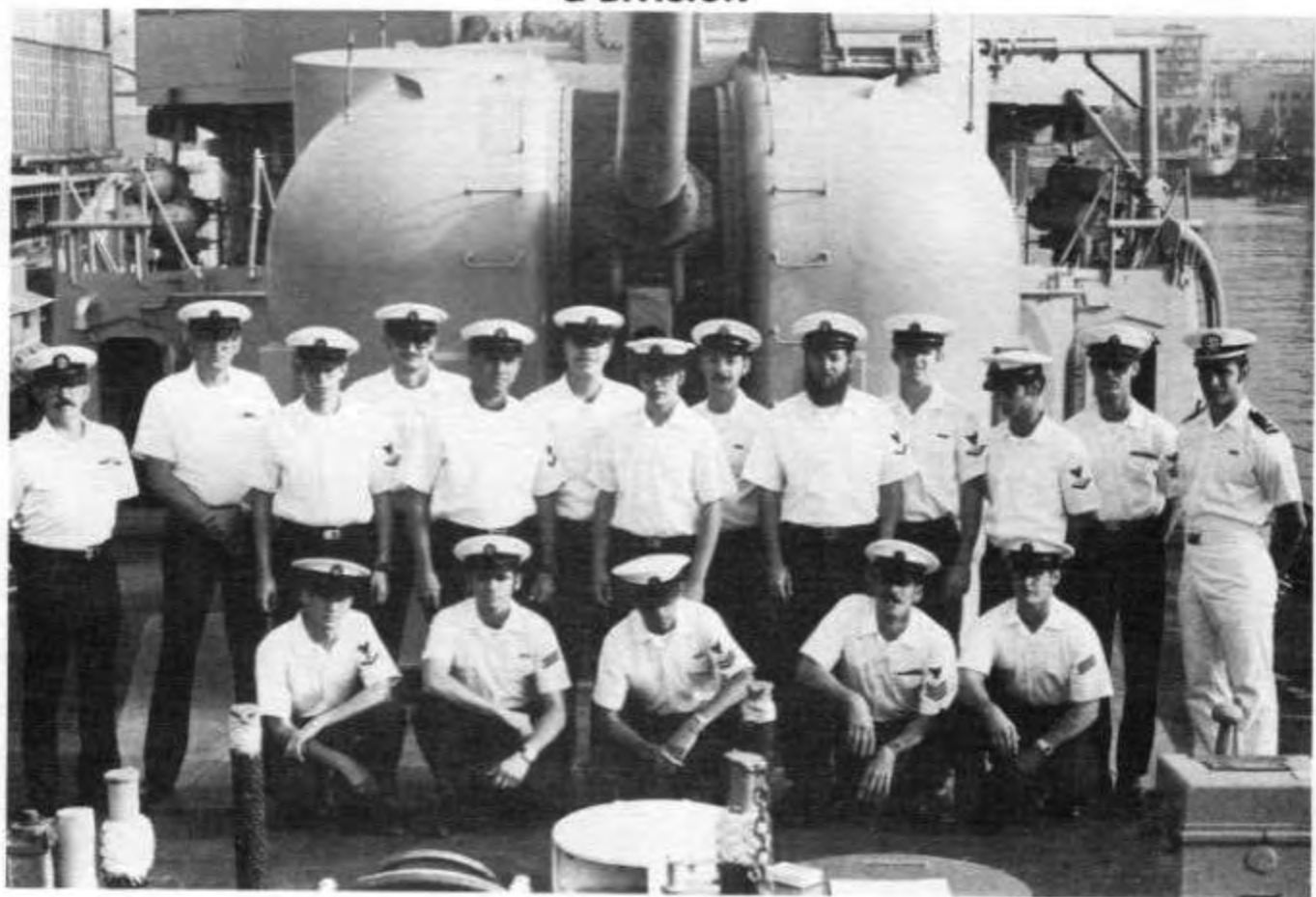
FIRST DIVISION



SECOND DIVISION



G DIVISION



AS DIVISION



"I could swear it's ticking . . ."





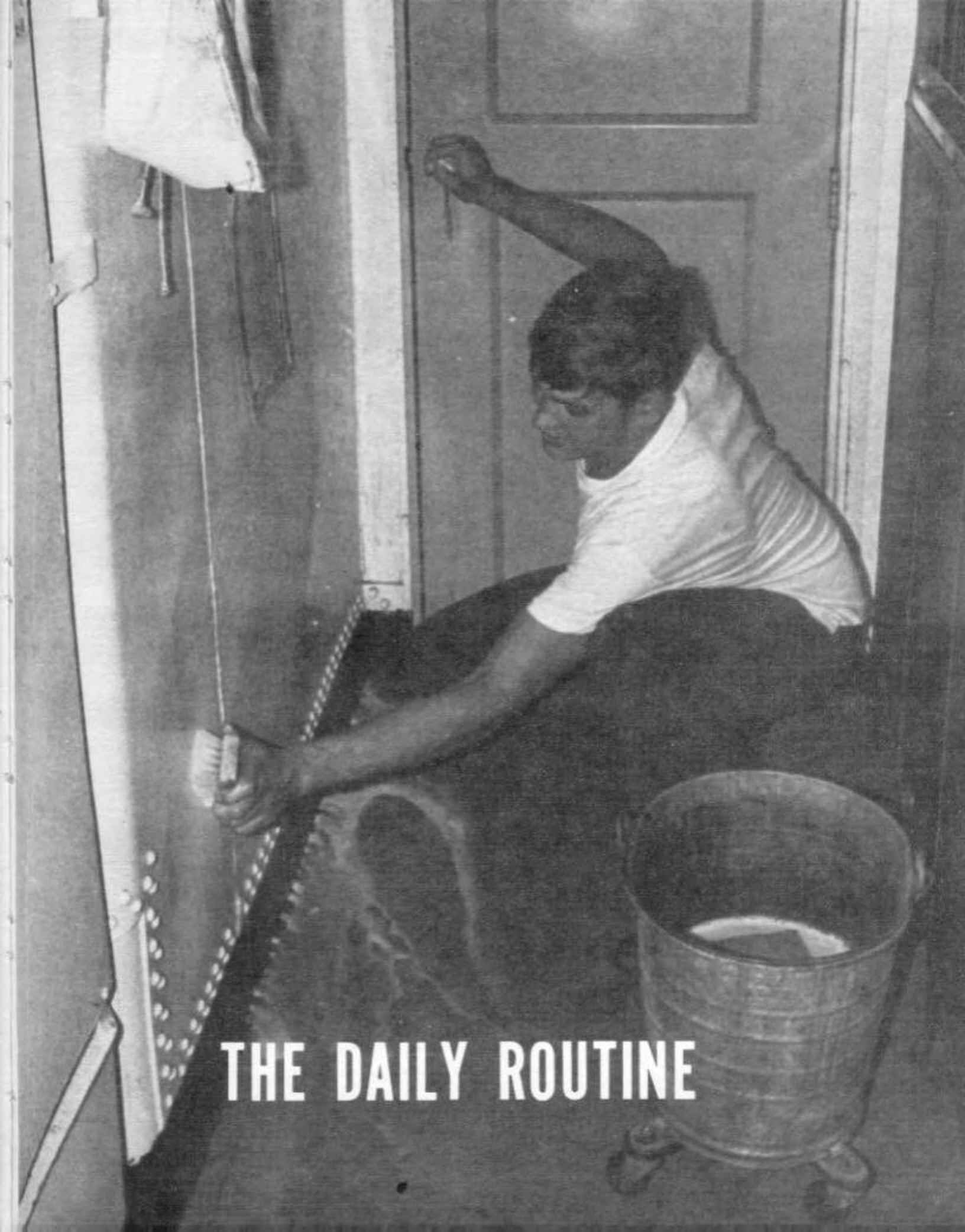
RETRIEVING THE SEPTAR



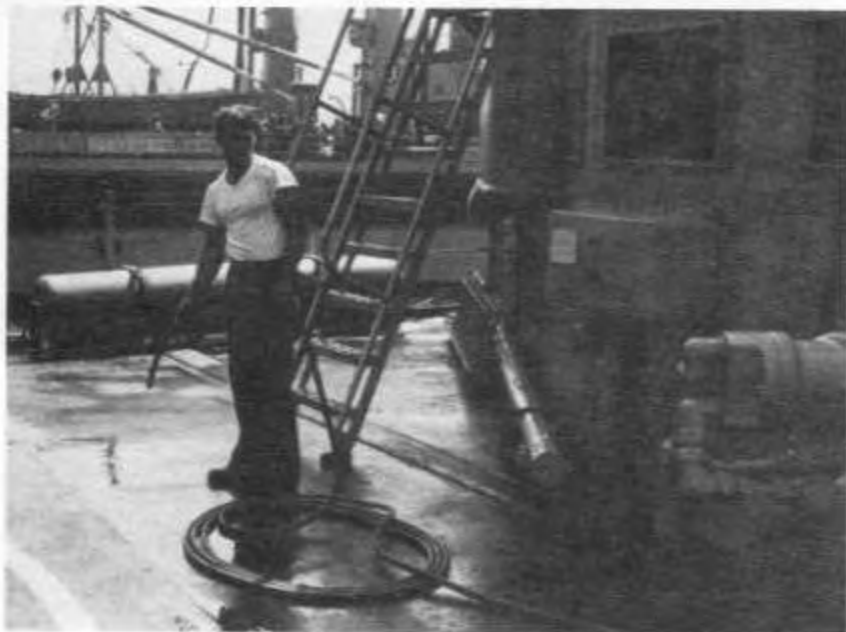
SUPPLY...







THE DAILY ROUTINE

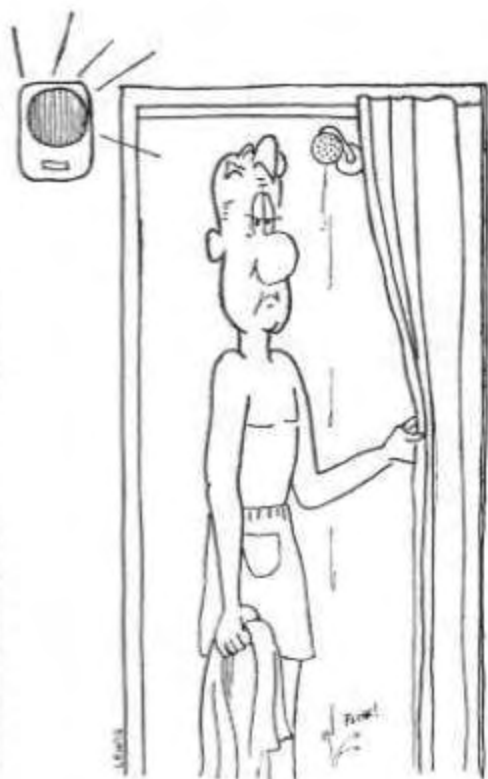


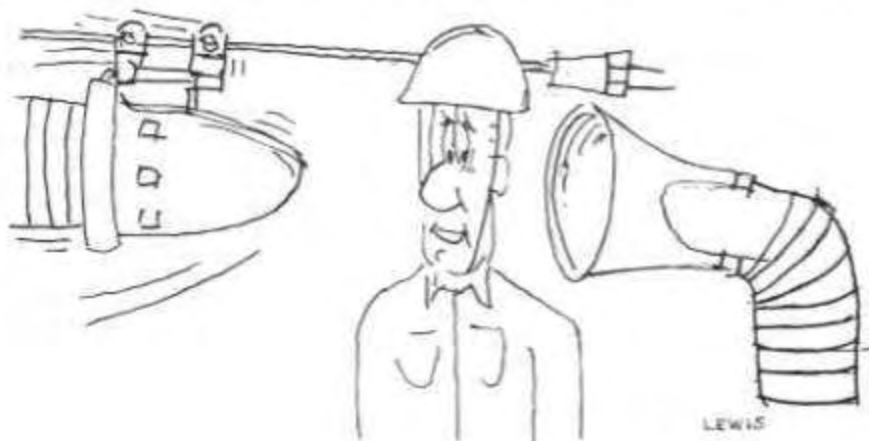
**NOW..
MAIL-CALL**





*"Fresh water
will be secured
in 15 minutes".*





"Did you see that idiot - he almost hit me with that shot line . . ."

UNREPS, VERTREPS, ETC.-REPS

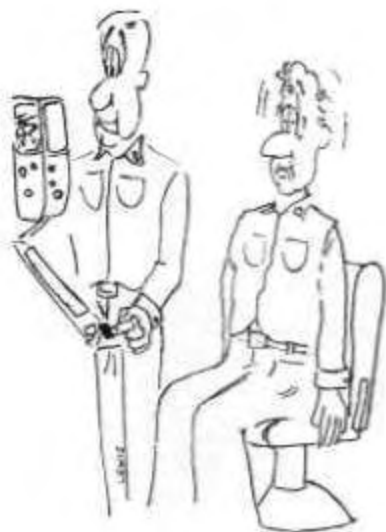


"Could the rendezvous message have said TOMORROW instead of today?"



"Nice shot, turkey!"





"Yes, Sir - By tracking the target, like that helo there, all we have to do is push this red button and launch . . ."





"Raisins? I didn't put any raisins in the rice . . ."





SOME LIKED TO SUN ON DECK



SOME WENT BOATING



AND A FEW DID BOTH



HOLIDAY ROUTINE



SWIM CALL

[Did someone say "beer"??]





HOLIDAY COOK-OUTS





SOVIET SHIPS



USS CONYNGHAM (DDG 17) was built by the New York Shipbuilding Corporation, Camden, New Jersey. Her keel was laid 1 May 1961. The ship was launched 19 May 1962 and was commissioned on 13 July 1963.

USS CONYNGHAM is assigned to the Naval Surface Force, U.S. Atlantic Fleet. She has conducted extensive operations in the Atlantic Ocean, the Mediterranean Sea and the Caribbean Sea.

CONYNGHAM's mission is to operate offensively, either independently or with strike, anti-submarine, or amphibious forces against air, surface, or submarine threats. Toward accomplishing this mission, she is designed to detect and destroy submarines and aircraft, destroy ships and shore targets, support amphibious assault and land forces, and control aircraft. She is also capable of collecting electronic intelligence, performing search and rescue, carrier escort, participating in tactical deception operations, collecting hydrographic and oceanographic data, performing evacuation, blockade, visit-and-search, and surveillance functions, as well as operating as a sector control ship in anti-air warfare environments.

To accomplish her mission CONYNGHAM is equipped with a missile system which fires Tartar guided missiles against surface targets, supersonic aircraft, and anti-ship missiles. To counter sub-surface foes she is equipped with anti-submarine rocket thrown torpedoes, depth charges (ASROC) and torpedoes which can be fired from two triple-tube mounts. Two 5"54 gun systems provide anti-air and anti-surface fire power. These weapons are supported by updated sensor systems, including surface and three-dimensional air search radars, and sonar. The ship is powered by four high pressure, oil fired boilers which drive twin screws, producing a top speed in excess of thirty knots.



THE SHIP



Length	437 feet	Displacement.....	4500 tons
Beam	47 feet	Officer complement.....	19
Draft	22 feet	Enlisted complement.....	320



The first **CONYNGHAM** [DD 58] was launched 8 July 1915 by William Cramp and sons, Philadelphia, Pennsylvania and commissioned 21 January 1916, LCDR A. W. JOHNSON in command.

CONYNGHAM [DD58] had a displacement of 1090 tons; length overall 315 feet 3 inches; extreme beam 30 feet 7 inches; draft 9 feet 5 inches speed of 29.5 knots; complement of 99 officers and men; and armament of four 4-inch guns, and eight 21-inch torpedo tubes.

On 24 April 1917 **CONYNGHAM** sailed from Boston with her division for Queenstown, Ireland, the first destroyers to join English forces for duty after the entry of the United States into World War I. This force patrolled off the Irish coast - an area where German submarines attacked in force. When the British ship **KARIANA** was torpedoed and sunk 17 August 1917, **CONYNGHAM** sped to her assistance and rescued 39 survivors. A similar distress call from the British ship **HARTLAND** on 29 November resulted in the rescue of her 30 man crew by **CONYNGHAM**. When the British ship **ORMA** was torpedoed, **CONYNGHAM** made a depth charge attack which brought debris to the surface. Her Commanding Officer was commended for his prompt and effective action.

After the war she remained at Boston in reserve until 1921. She was decommissioned at Philadelphia Navy Yard in 1922. Transferred to the Treasury Department in 1924 for use by the Coast Guard, **CONYNGHAM** was returned to the Navy in 1933 but remained in non-commissioned status until sold for scrap in 1934 in accordance with the London Treaty.

The second **CONYNGHAM** [DD 371] was launched 14 September 1934 by the Boston Navy Yard and commissioned 4 November 1936, CDR G. C. HOOVER in command.

CONYNGHAM [DD 371] had a displacement of 1500 tons; length overall 341 feet 4 inches; extreme beam 35 feet; draft 9 feet 10 inches; speed of 36.5 knots; complement 158 officers and men; and armament of five 5-inch guns and twelve 21-inch torpedo tubes.

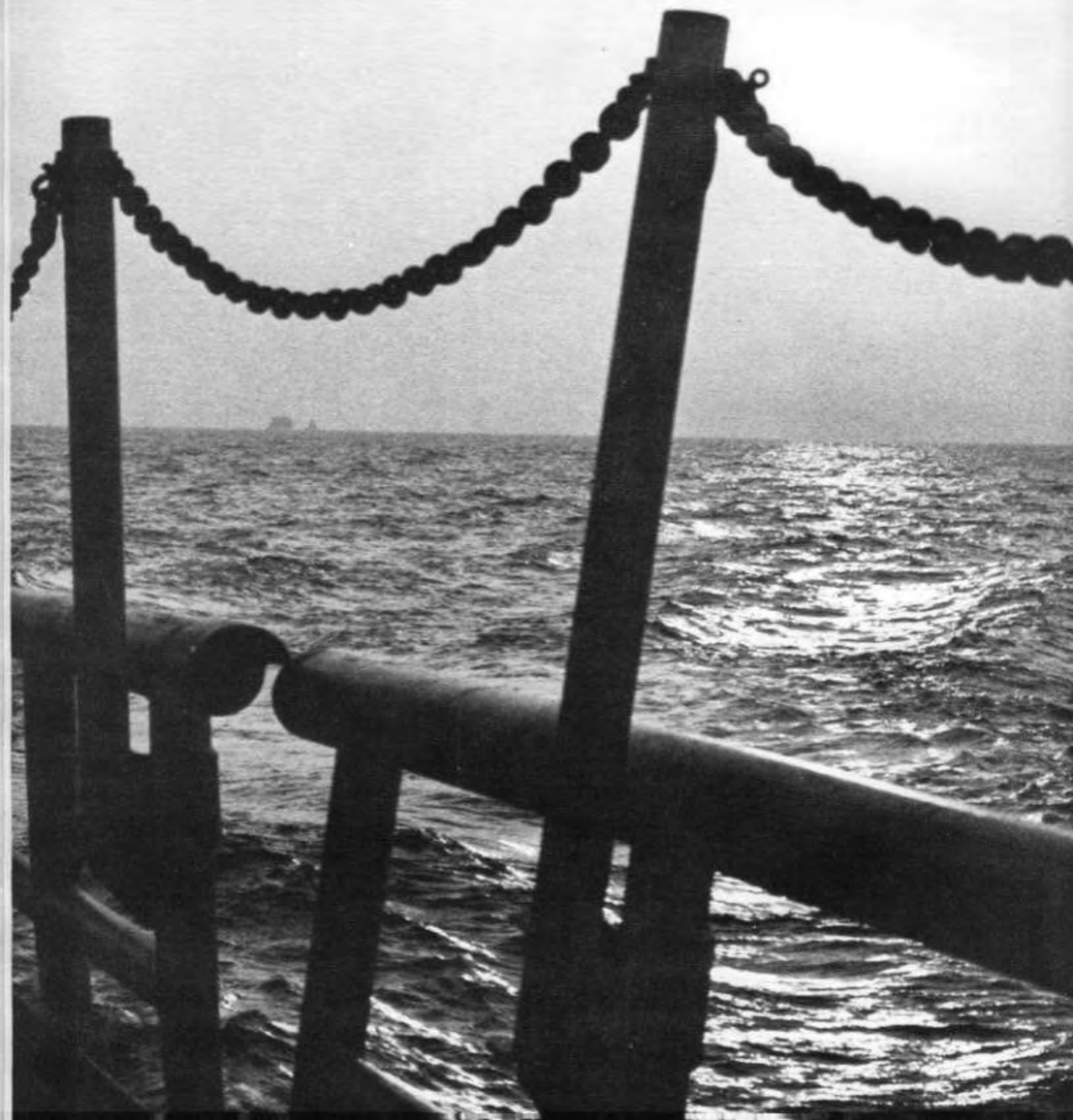
After her commissioning she conducted training exercises and operations along the West coast, in the Hawaiian Islands, and in the Caribbean. These continued until she sailed from San Diego for Pearl Harbor and duty with the security patrol in 1940.

On 7 December 1941 during the Japanese attack on Pearl Harbor she joined in splashing several enemy aircraft. Her early wartime activity consisted of escort duty. With all available forces organized for action as the Japanese threatened Midway in June 1942 **CONYNGHAM** assisted in escorting aircraft carriers in the Battle of Midway - the turning point in the war of the Pacific and a decisive victory for the United States. During the ensuing war years **CONYNGHAM** participated in a host of Pacific engagements including the Battle of Santa Cruz, the invasions of New Guinea, New Britain, Saipan, Luzon, and Borneo, and the Marianas and Leyte Gulf operations.

She was at Subic Bay in the Philippines for overhaul when the war ended. **CONYNGHAM** was decommissioned 20 December 1946 and was utilized in atomic weapons tests in Bikini. She was destroyed by sinking 2 July 1948.

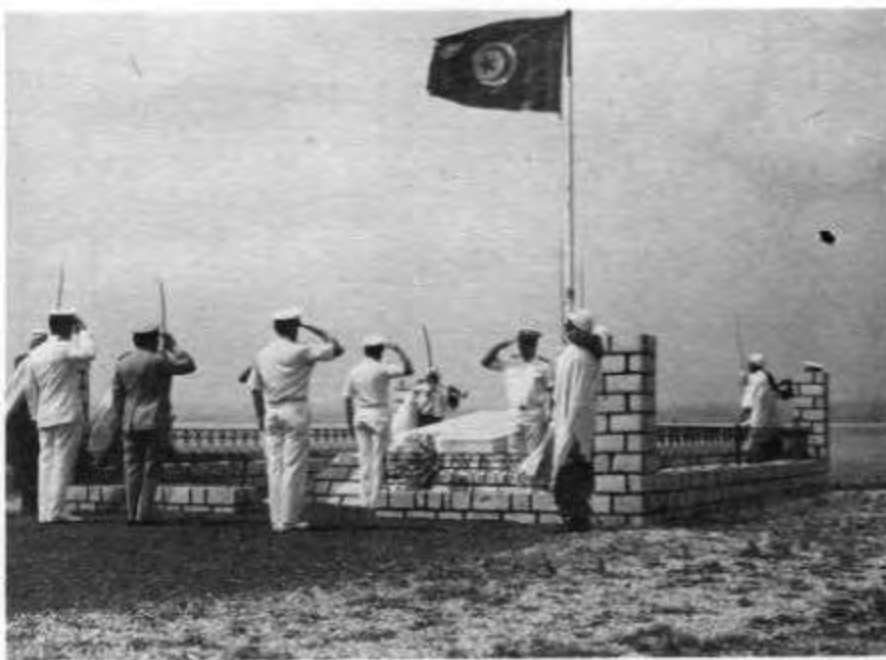
CONYNGHAM received 14 battle stars for World War II service.

Reflections





IN MEMORY OF FALLEN TUNISIAN PATRIOTS



AMBASSADOR MULCAHY VISITS THE SHIP



TUNIS



THE SHIP VISITS AMBASSADOR MULCAHY



HOOK 'EM



A NEW COMMANDER, SIXTH FLEET, COMES
ABOARD HIS OLD SHIP



GAETA



A COUPLE OF SALTY NEW SURFACE WARFARE OFFICERS



SPECIAL AWARD



PRESENTATIONS



PACE DIPLOMAS



REENLISTMENT



"I'm afraid they had some kind of problem with the bus again, so the tour . . ."



4 JULY 1976 — NAPLES



TESTING THE BOAT BOOM



IN NAPLES SHIPYARD



SAMPLING THE FINE SARDINIAN AND NEAPOLITAN CUISINE



CINCUSNAVEUR VISIT



SCRAMBLED EGGS



"Quarterdeck - Guess who?"





TUNISIA (ABOVE)

NAPLES GALLERIA (BELOW)





ROME - ST. PETER'S SQUARE (ABOVE)

SORRENTO (BELOW, L)

ROME - ST. PAUL (BELOW, R)





ROME - ST. PETER'S SQUARE



MICHELANGELO'S MOSES



"Joe, I'll make-a you a special price on this thing . . ."



ROME





BICENTENNIAL 1776-1976

Gustavus Conyngham, namesake of the *USS CONYNGHAM* [DDG 17], was born in County Donegal, Ireland in 1744. He immigrated to the United States (Colonies) with his father a few years before the Revolutionary War and resided in Philadelphia, Pennsylvania.

In 1777, the merchant ship he commanded was seized and interned in Europe. He then sought and obtained a Captain's Commission in the Continental Navy. Operating primarily in British waters, Captain Conyngham proved to be one of the most successful and audacious naval officers in the American Revolution.

His first naval command was the 100 ton cutter *SURPRISE* whose mission was attacking British shipping in the English Channel. After taking numerous prizes he was given command of the cutter *REVENGE*, which was larger and faster than

SURPRISE. He continued to harass British shipping, taking more than 60 prizes in 18 months. Each ship captured was sent into a friendly port and the cargo disposed of in the interest of the revolutionary cause. Historians indicate that the proceeds from these prizes contributed materially to the operations of Benjamin Franklin and his American mission in France.

British influence finally forced the closure of French and Spanish ports to him, so he set sail for the West Indies where he convoyed American shipping in addition to continuing his task of capturing enemy merchant ships.

In 1779, Captain Conyngham returned to Philadelphia, but on his next cruise he was captured and taken prisoner as a privateer. He was interned first in New York and then in London, from which he escaped only to be recaptured while returning to America in 1780. Again he escaped and was in France, preparing to cruise against the British, when the war ended.

Captain Conyngham returned to the merchant service and commanded the armed brig *MARIA* during the Quasi-War with France. Later, as a member of the common council of Philadelphia, he assisted in the defense of the city during the War of 1812. Captain Conyngham died on 27 March 1819 and is buried in St. Peter's churchyard in Philadelphia.





CAPRI (ABOVE)

ANACAPRI (BELOW)





UNDERWAY (ABOVE)

THEOULE (BELOW)





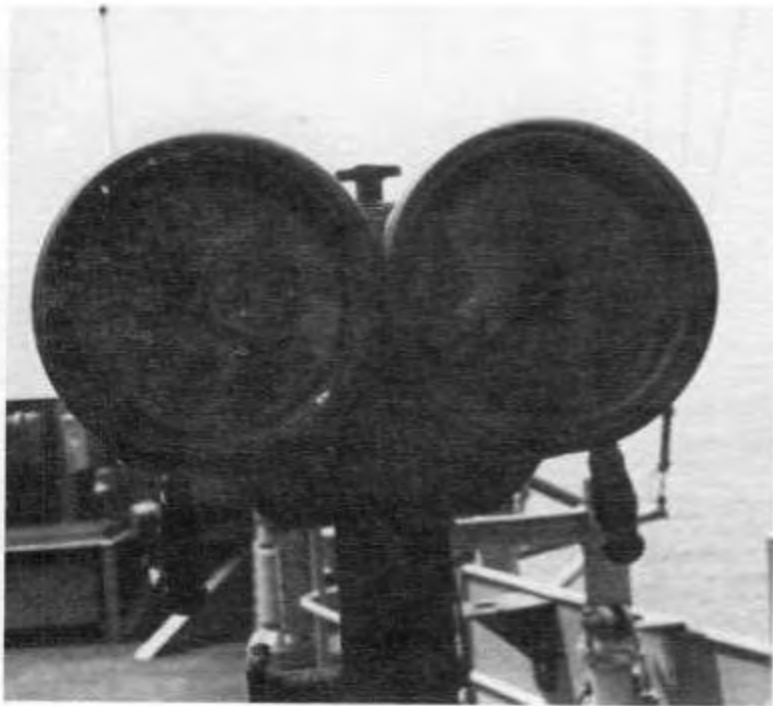
DISPLAY DETERMINATION



"I can't tell the Captain we're lost . . ."



LEBANON EVACUATION



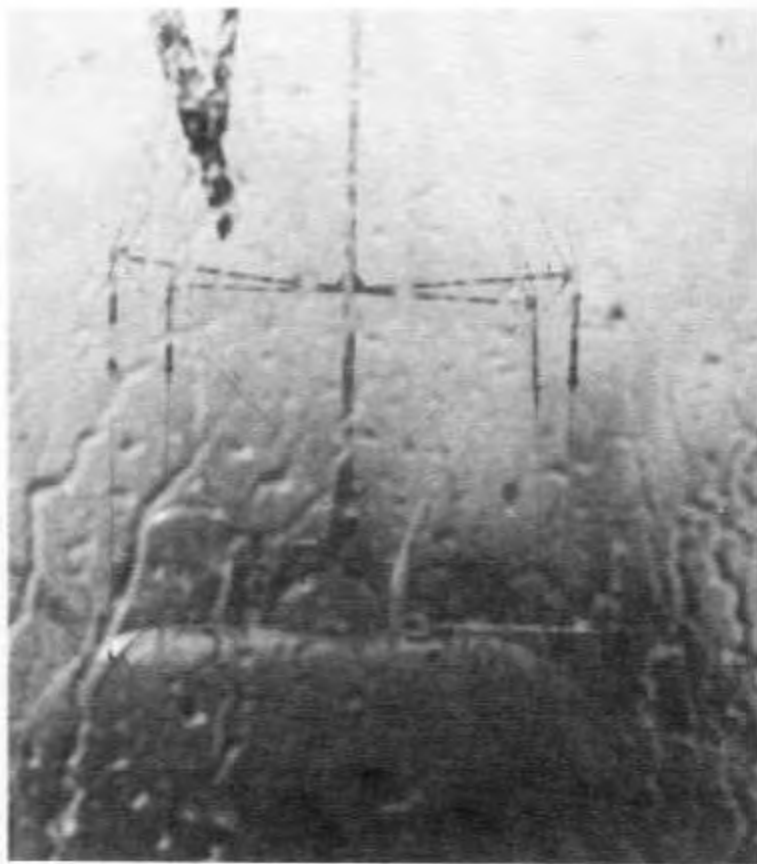
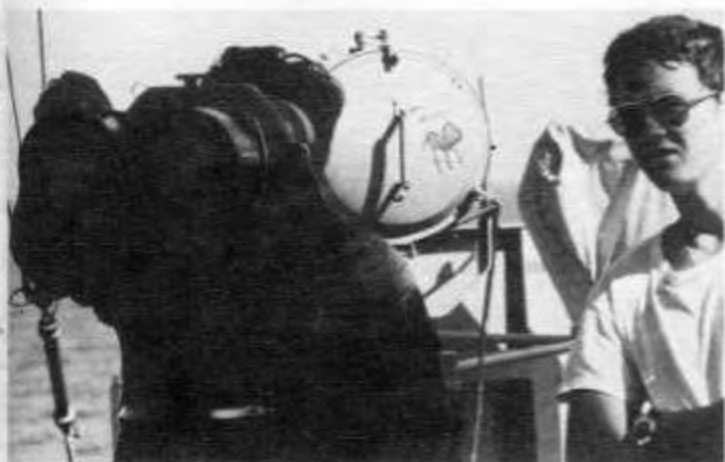
BIG EYES



A VIEW DOWN THE STARBOARD SIDE

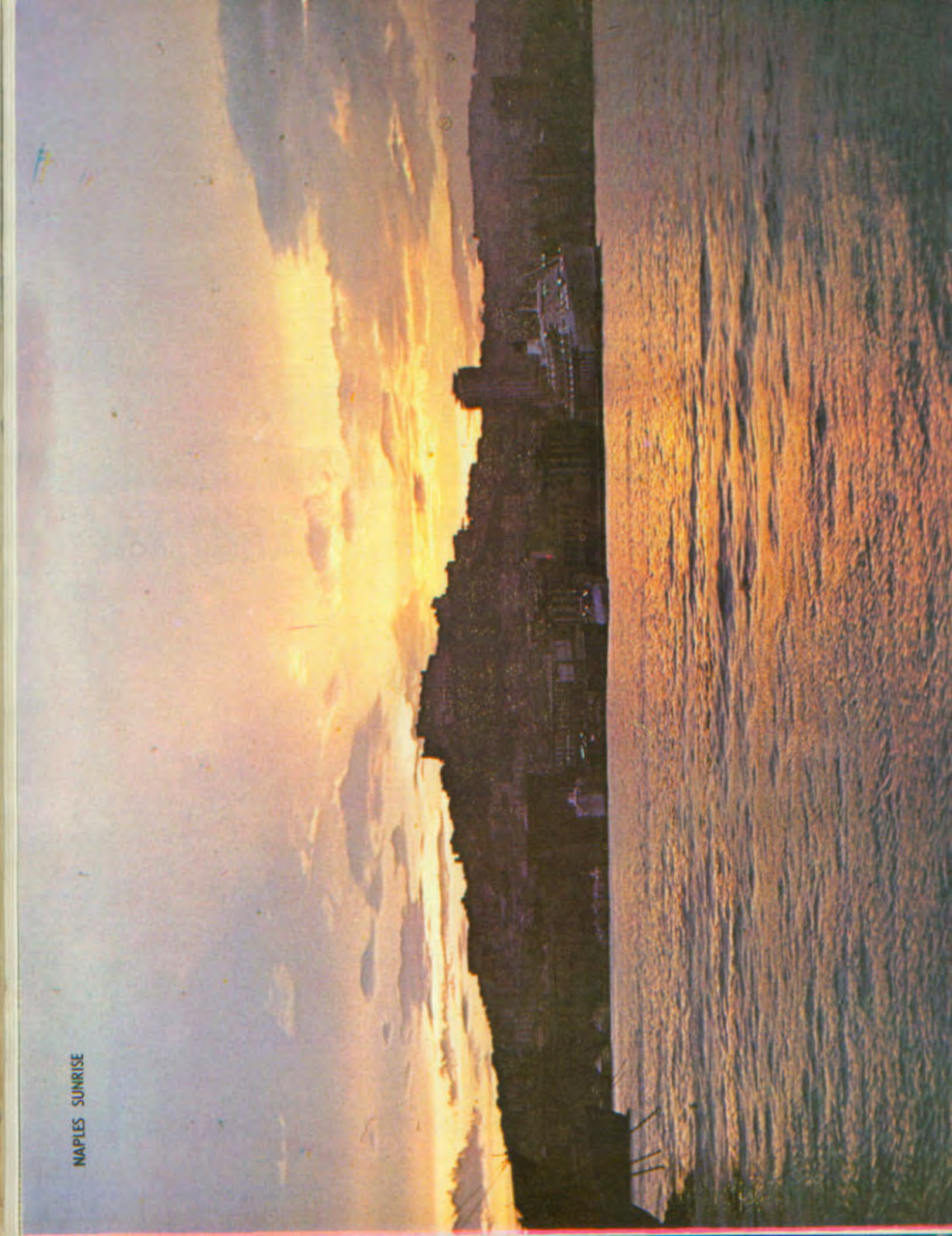


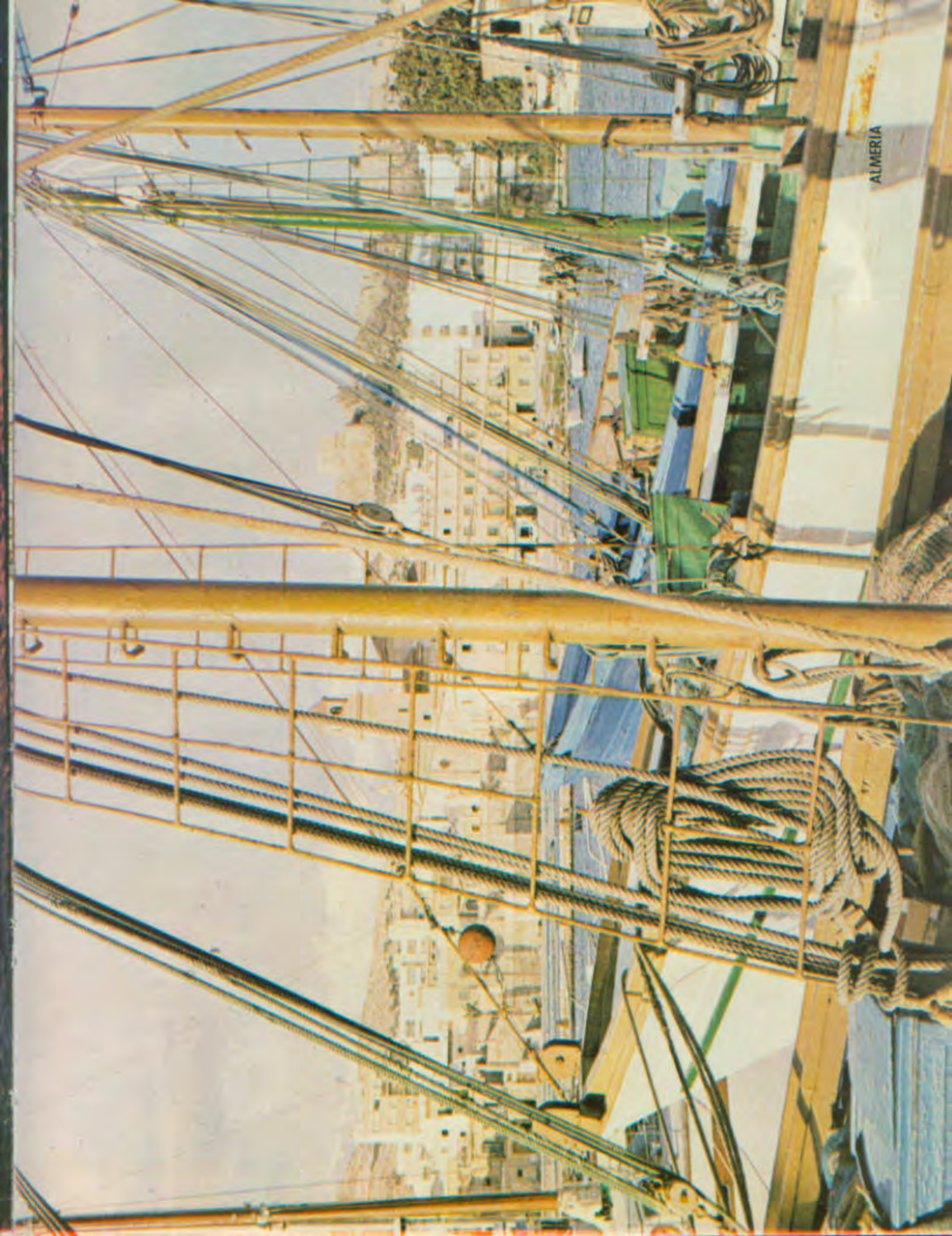
"I don't think you're taking this seriously."



STORMY PASSAGE

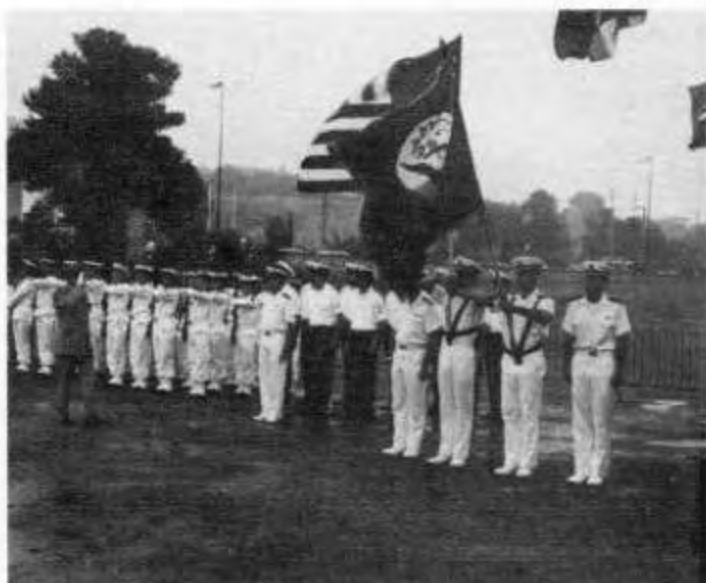
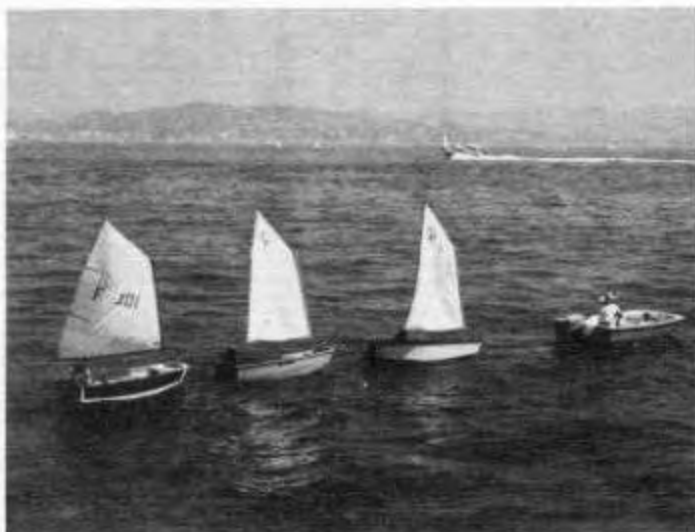
NAPLES SUNRISE



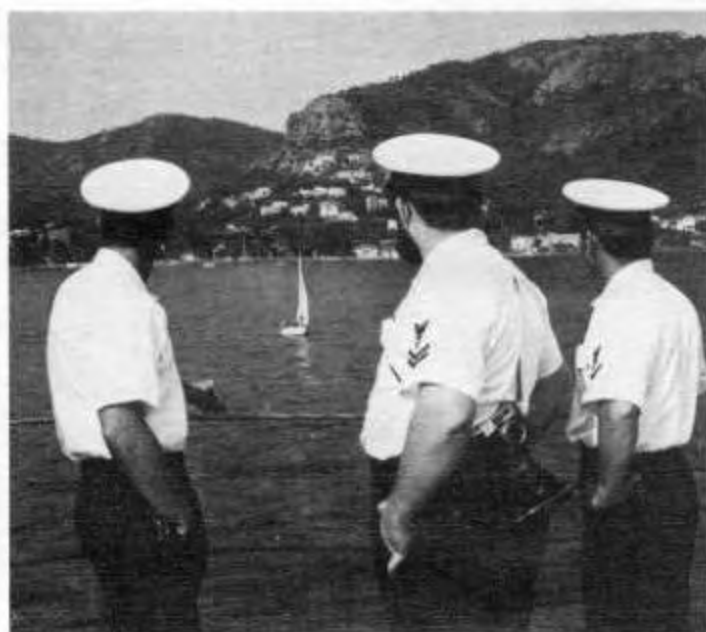


ALMERIA

THEOULE



CONYNGHAM MARCHERS - DRAMONT

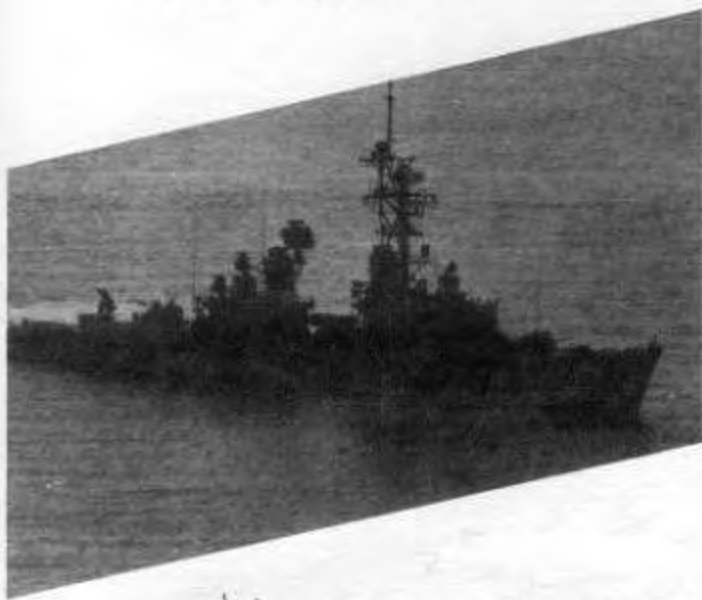


"You're right - she isn't wearing one . . ."



AUGUST 15, 1944 - AUGUST 15, 1976

ALLIED LANDING CEREMONY



"There's one twenty-one gun salute they'll not soon forget . . ."



GALA FAREWELL



STORM IN THEOULE (ABOVE)

TRANSIT TO GIBRALTAR (BELOW)

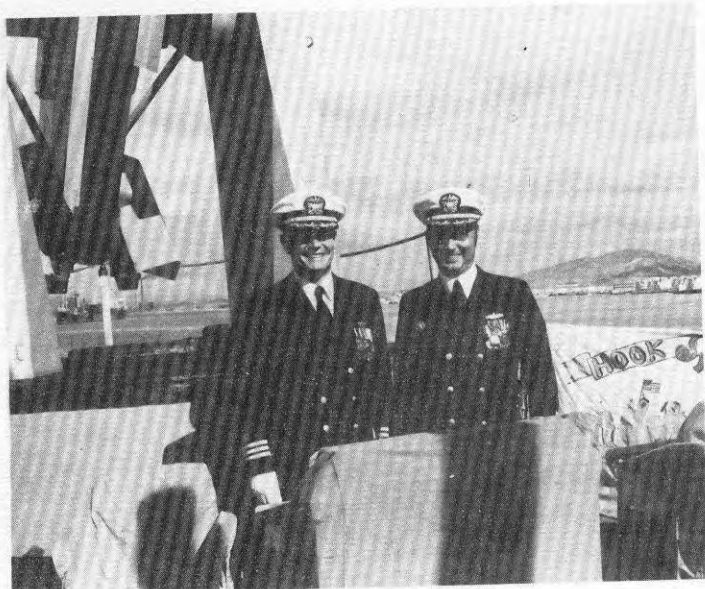


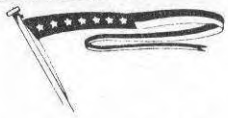


GIBRALTAR DOCKYARD (ABOVE)

ATLANTIC SUNSET (BELOW)



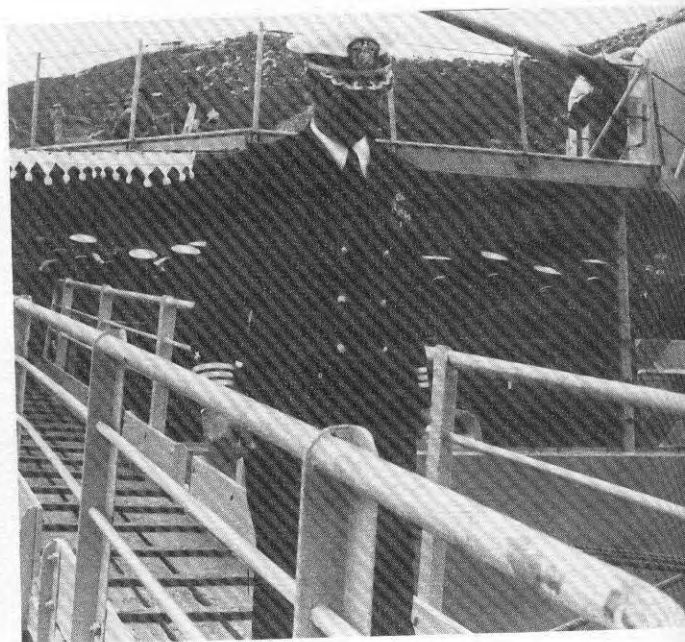
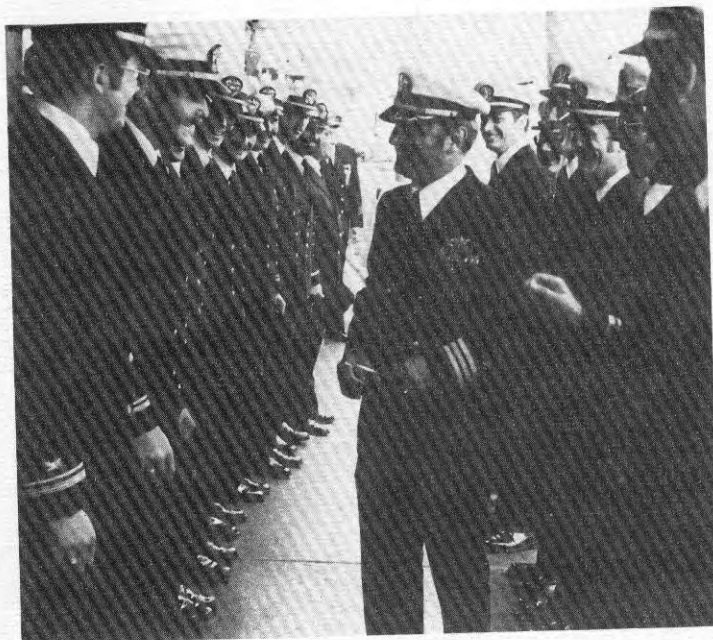




The Commanding Officers
 of
 United States Ship Canyngham DDG-47
 requests the pleasure of your company at the
 Change of Command Ceremony at which
 Commander A. Robin Battaglini, U.S. Navy
 will be relieved by
 Commander John F. Leder, U.S. Navy
 on Thursday, the fourteenth of October
 at ten a'clock
 on board USS Canyngham DDG-47
 at Gibraltar, B.C.E.

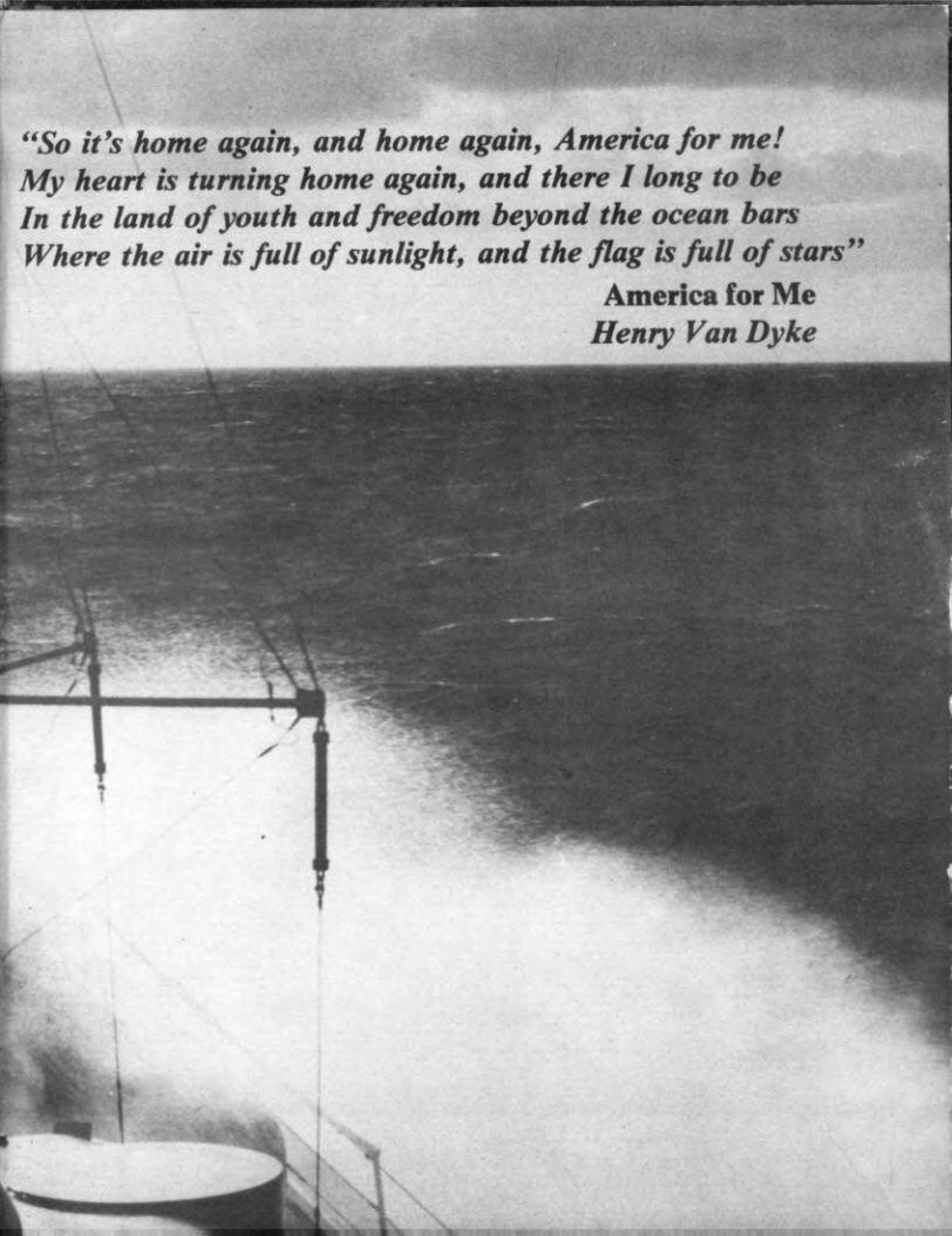
Tropical White Lang
Civilian Informal

CHANGE of COMMAND



"Fair winds and following seas"





*“So it’s home again, and home again, America for me!
My heart is turning home again, and there I long to be
In the land of youth and freedom beyond the ocean bars
Where the air is full of sunlight, and the flag is full of stars”*

America for Me
Henry Van Dyke

