





THIS IS THE CAPTAIN SPEAKING

As this issue of the SPRINGFIELD RIFLE goes to the press, we have entered a new era, and I think it is appropriate to take a look back before we embark on the completely new and different routine which lies ahead.

First of all, I would like to mention the several commendatory messages SPRING-FIELD has received in recent weeks. These messages from COMSIXTHFLT, CINCLANTFLT, CIN-CUSNAVEUR and CONSECONDFLT were not sent without reason. The fine reputation SPRING-FIELD enjoys is not easy to come by. It is built gradually over a period of months and years, but the important thing that should be remembered is that every individual in the ship contributed to that reputation. The messages I have mentioned really reflect the outstanding contribution each of you has made to this fine record. As Flagship sailors, you have set a standard of which you can be extremely proud and which is properly recognized by our senior Fleet Commanders.

I thought the visit to Portsmouth was a most appropriate finale for our long overseas deployments, and I have the distinct impression that all hands enjoyed it. I know I did. We have received many notes and letters from British citizens who have commented on the smartness, courtesy and friendliness of the ship and her crew. Again, each of you built this im-pression by your outstanding conduct ashore and your warm hospitality on board.

And now look to the future. The period of overhaul in Boston will be vastly different from the routine of the past 38 months. However, the importance of the overhaul must be appreciated by all hands if we are to return to the Sixth Fleet on time Continued Page 16



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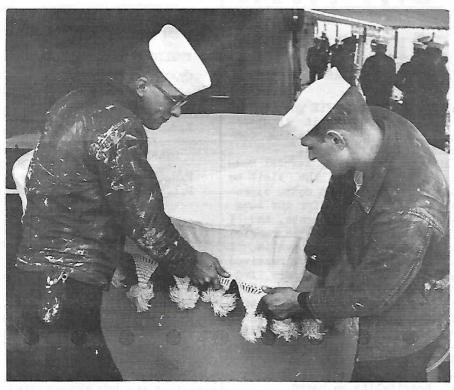
COVER

USS SPRINGFIELD (CLG 7) and USS LITTLE ROCK moor side-by-side in Rota, Spain as SPRINGFIELD is relieved as Flagship for Commander Sixth Fleet.

INSIDE COVER

SPRINGFIELD's Commanding Officer, Captain H.H. Ries, signs the guest log aboard the HMS VICTORY while Admiral Sir Frank Hopkins, Commander of HM Dockyard, Portsmouth looks on.

Spotlighting... Ist Division



Seamen A.D. McCarter and L. A. Fischer tighten the "fancy work" that 1st Division is noted for.

B.J. Ready, SN, skillfully fraps the bow line shortly after SPRINGFIELD arrived in Rota.

Traditionally, the First Division on any ship is the smartest and the most "squared away" of all deck divisions——if only because it is under the constant eye of the Captain on the bridge. This tradition holds true for First Division on SPRINGFIELD.

First Division has many responsibilities, yet each man does his job with the knowledge that it all goes toward the smoother running of SPRINGFIELD.

Being a deck division doesn't mean their only responsibility is the main deck. Far from it. First Division has plenty of work in below-deck spaces. The forward passageway that runs through Officers Country is kept clean and sparkling by the men of First Division.

First Division is in charge of the "showplace of the USS SPRINGFIELD"---the fore-



castle. When special receptions and functions of the Admiral are held on the foc'sle, it is the deck crew's job to simulate a "Club 21 atmosphere" in rigging with flags, furniture, and fancywork, what is usually a work area.

Responsibility of First extends to the anchor chains and winches, the "beer can" and sand pit, maintenance of number one turret and the barbette and forward accommodation ladder.

This 45-man division also supplies side boys when needed and can be found handling ammunition during gunnery drills.

Under the supervision of Division Officer LTJG Moore, and LPO "Pappy" Huston, BM1, First Division does it's share to make SPRINGFIELD the proudest ship in the SIXTH Fleet.

It is true that the work of First Division is never done, but it cannot be said that it is because they don't try!

RIGHT: R.L. Huston, BM1, better known as Pappy supervises the lowering of the forward accomodation ladder

BELOW: R.W. St. John, SN, applies the polishing touches to a turnbuckle.





From The Editor's Desk

As this issue of the SPRINGFIELD Rifle goes to press, I will be looking back to some of the best "duty" this sailor has ever seen. When I think back to some of the countries I've seen in the eight months I've been aboard SPRINGFIELD, I feel glad that I have had the opportunity to see this much of the world. Now that we've left Villefranche for the last time and given up our role as SIXTH Fleet Flagship, the "end of an era" is upon us.

The memories of Villefranche, the little fishing village on the French Riviera, will linger with me for the rest of my life. One of my biggest ambitions in life was to travel to France and see this exciting country myself. Now I've done it and I feel like a "man of the world."

In this issue of the Rifle, I have added a special story titled, "The End of an Era" which I hope will help keep the memories of "Ville" in our hearts for years to come.

The End of an Era



Villefranche-sur-Mer, France

SPRINGFIELD let go her bouy and moved out to sea as she had so many times in the past. This time however, many of the sailors remained on the main deck to watch the small fishing village fade in the distance for the last time.

Their efforts reflected innumerable new and happy experiences they encountered during the Flagship's duration in her homeport of Villefranche. They left behind them many fond memories also.

"Ville" had a certain allurement the sparkling deep blue harbor, the rugged hill-side tumbling down to the sea, the Napoleonic wall, and the old buildings with their true flavor of the old world....the "O2" level.... open cafes on the waterfront....restaurants whose charm was increased rather than diminished by the cracked paint on the walls....

the wizened old men who possessed the pride and friendliness that was ever so French.... the nest of bumboats in the tiny, crystal clear yacht basin....and the bikini-clad beaches.

These are but a few of the seeds from which germinate many memories of a way of life with which we were fortunate enough to become acquainted. As the home port for the United States SIXTH Fleet, Villefranche was truly a "home away from home".

The departure of U.S.S. SPRINGFIELD from Villefranche brought back memories that will live in our hearts for the rest of our lives. This episode in the life of SPRINGFIELD truly marks the "end of an era".

This article is a photographic essay of a town and nearby cities that most of us will never see again.

Getting to the beach

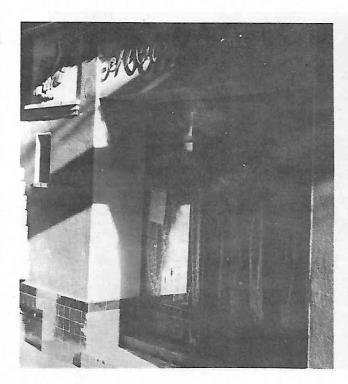


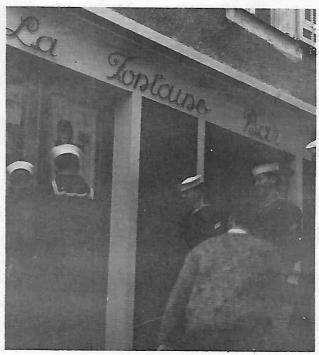
one way....

or another



The "02" level....





Montana's, Fontaine's ... and Cosmos



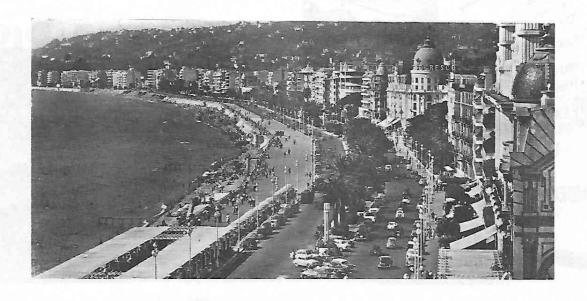


The Cote d'Azur

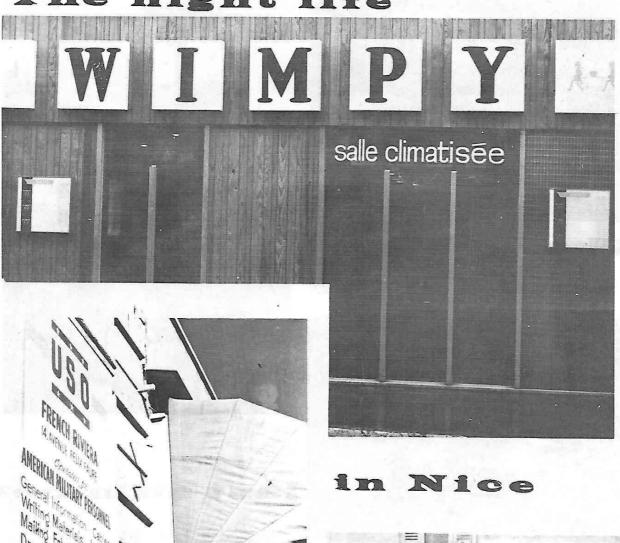




last summer



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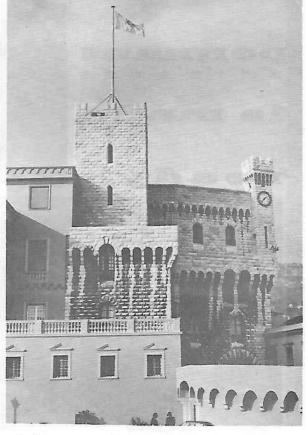
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USA Special ty UNITED SERVICE ORGANIZATION M NEW YORK OIT

In the Palace,





the casino&the harbor



The 'Homeward Bound'

pennant is made

ready,

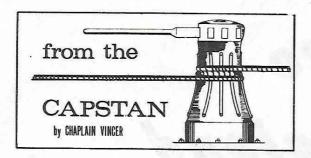


and sailors wave

good-by

for the final farewell





NOTE: "On Sunday morning at sea in the old Navy, after quarters and should the weather permit, all hands assembled on the quarterdeck for Divine Service. The Chaplain in his clerical vestments stood forward of the capstan which was covered with the national flag and served as the pulpit." This column is the Chaplain's pulpit for the printed word.

One of the very real problems facing each one of us today and every day is the apparent inability to communicate with one another. It isn't the language we use, but the difficulty we have in expressing what we think and feel. The rapid rate of change has out-stripped the all too slow organic evolution of language. We haven't the ability to say what we want to say. Our deepest human experiences often go unsaid. Our Christian conviction is totally irrelevent, not so much that you and I lack Christ-likeness, but that you and I are unable to transmit this conviction.

What has been said in the past is certainly applicable now that what we are speaks far more loudly than anything we can ever say or speak. It is through this language that you and I can cause conviction to be communicated and become relevant.

Career & Counselor Says...

Many of you who are going out, are heading for an imaginary heaven of civilian life without ever having faced the problem of making a living outside the Navy.

For instance, what will you have to earn to equal the <u>real wage</u> of a career Petty Officer? Do you see the full extent of your real Navy income in contrast to what you will get in private industry? Have you figured out what you will actually have "left in your

pocket" when you have paid out of your pay check all expenses for subsistence, living accommodation, Social Security, annuity toward retirement, insurance and income tax?

Have you considered the value of a guaranteed steady job as against the ever-present worry that you may be "laid off" or employed only part time? Or the value of a 30 day vacation with pay, as compared to the normal maximum two weeks in civilian employment?

Insurance companies operate on a life expectancy of 67 years, the average retirement age for a Navy man is between 37 and 40 years of age. As an example of what you are passing up by leaving the Navy, let us suppose you entered the Navy at age 17. If you transferred to the Fleet Reserve as a CPO with 20 years active service you would be only 37 years of age and would start drawing over \$200.00 a month for the remainder of your life. As a civilian you start drawing social security at age 65. Between age 37-65 I could draw more than \$60,000 in retirement money and be young enough to embark on a second career.

The only other thing I can think of is: "the Navy's my career — Ask me about it!"

NAVY

TRADITIONS

HAMMOCKS - Christopher Columbus in 1498 in the Bahamas found that natives used woven cotton nets as beds, called by them "hammacs" "Up hammock" and "down hammocks" are expressions derived from the days when hammocks were stowed in topside upper-deck netting; hence comes the meaning "up all hammocks".

SKIPPER - Derived from the Scandinavian word schiffe, meaning ship; of the Dutch word Schipper, which means captain.

SKI PILOT - The chaplain aboard ship is called the padre or "sky pilot" by sailormen. The older sailormen had a religious vein that was mingled with superstition. Their philosophy as expressed by an old sky pilot was, that since they lived hard, worked hard, and died hard, they thought it would be hard indeed to have to go to hell.

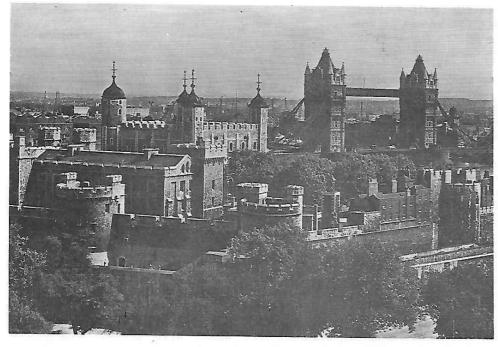
FORECASTLE - Wood-like castles originating in the twelfth century, were placed forward and aft on Norman ships used for fighting. The word forecastle survived.

Visit to England

The first day of February SPRINGFIELD pulled into the first English speaking port during her 37 months in Europe. This was Portsmouth, a port city in the "Land of Royalty" -- Great Britian. Steeped in colorful tradition, Britian is a wonderful combination of historic charm and modern elegance.

The Royal Navy offered a free bus service from Portsmouth to London. The bus ride took sailors along the beautiful countryside between the two cities. England's landscape has a striking variety --- lush green fields, peaceful rivers and lakes, lonely moors, secluded glens and mountains that are impressive though not towering. The bus arrived in London while the Changing of the Guard was taking place in front of Buckingham Palace.

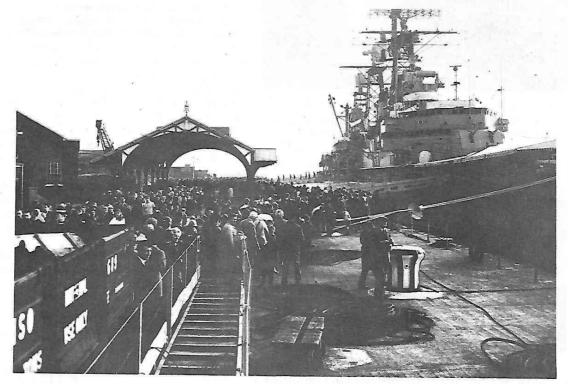




The famous tower of London provided many of SPRINGFIELD's sailors an intimate view into the exciting history of this city. The tower bridge, which spans the River Thames, can be seen in the background.

With cameras slung over their shoulders, SPRINGFIELD men spanned out over the city to witness some of the places they have heard of since childhood — London Bridge, Big Ben, and Westminster Abbey. London was truly the shutterbug's utopia as roll of film after

well-spent roll was exposed to the marvels of this magnificient city. For those without cameras, unlimited knowledge was to be found in the British Museum that is unrivalled in the world for the value and variety of its content. The Tower of London also has historic



When the hour of General Visiting arrived on SPRINGFIELD, more than 3,500 British citizens came aboard to see what SPRINGFIELD had to offer.

At the end of the sightseeing day, many sailors were attracted to the bright lights of Piccadilly Circus. Piccadilly can be compared to New York's Times Square for theatres and is world renowned for orchestral performances held here.

In direct contrast to the excitement of London is the quaint beauty and peaceful atmosphere of Portsmouth. Here is the birth-place of Charles Dickens and the berth for the H.M.S. VICTORY, an English battle ship over 200 years old.

Although everyone was anxious to return to the United States, there was unanimous agreement that Portsmouth was extremely appreciated and was an ideal port-of-call visit to sum up SPRINGFIELD's 37 month cruise in the Mediterranean.



At Trafalgar Square are several fountains, a towering monument of one of England's courageous seafarers, Admiral Horatio Nelson, and - - - hundreds of pigeons.



The Houses of Parliament, situated along the calm Thames River, is the meeting building for government officials.



Buckingham Palace is the London home of the Queen. When the Queen is in residence, the Royal Standard flies over the Palace.

CAPT. CONT.

and rully ready. During the overhaul, living and messing facilities will be disrupted from time to time which will present some problems. Complete understanding and cooperation between the ship and the yard will help alleviate these problems, however; and we will do everything possible to maintain acceptable habitability standards.

Limitations of funds and material will not permit the ship to receive all the repairs and alterations we would like, and, in some cases, really need. Nevertheless, by making compromises and trade-offs we feel we can achieve a satisfactory overhaul at minimum cost in minimum time. In this connection, I want to make particular mention of the need for all hands to understand and follow the proper procedures for getting work done in the yard. Only authorized work may be accomplished. Do not ask a yard worker to do special work. "Cumshaw" cannot be tolerated.

A most important feature of a yard overhaul is the opportunity it affords for leave. Although we must maintain a high standard of ship security and carry on a considerable amount of ship's force work during the overhaul, enough time is available for a liberal leave and liberty schedule.

As always, the future holds considerable challenge. SPRINGFIELD will have no trouble meeting this challenge.

Commanding Officer

GED awards

The General Educational Development (GED) test is one of the many programs of the Navy's broad scope of educational opportunities. This program leads to a high school equivalency certificate which many state boards of education will accept for a high school diploma.

As the wheel of progress continually rolls on, a need for more educated persons becomes imperative. In the military life, these tests provide the opportunity to qualify academically for almost all of the Navy's special programs such as Nuclear Power School or the Naval Aviation Cadet Program. As a civilian it could mean more money and a greater success in the future.



Those sailors that achieved GED certificates from left to right are:
FIRST ROW — R.E. Barnes, SN: J.L. Mudd, SN;
D.L. Creed, SN; J.E. Michaels, SN.
SECOND ROW — C.J. Harris, SN; C.J. Morales,
SN; D.N. Dayton, GMG3; N.L. Pariseau, SN.
THIRD ROW — S.L. Penrod, SN; D.W. Johnson,
FN; R.J. Smith, FN; S.P. Strnad, SN; M.W.
Bishop, SN.

To Your Dental Health

Despite modern knowledge, dental disease is on the rise. In the United States alone, it has been estimated that about 97 percent of the population suffers from dental decay or diseases of the gums and other supporting tissues of the teeth. So that you may act to improve your health, the SPRINGFIELD Rifle, in cooperation with the Dental Department this month begins a series of articles on "Your Dental Health".

Members of ancient tribes were teeth around their necks as a mark of beauty. We moderns like to wear them in our mouths.

But it has only been in recent centuries that man has considered his teeth to be of real importance. Until the major killing diseases were brought under some measure of control, man had too many other things to worry about. Why be concerned about keeping his teeth when his life expectancy was only 35 or 40 years?

But now, the average man lives until age 70 -- and in his seventieth year, he should have his natural teeth.

If we follow the rules of good dental health, the American Dental Association says our teeth can last a lifetime. Nature meant them to. Strange, isn't it, that although our teeth are naturally strong and although we know more than ever about how to keep our teeth, most Americans suffer from dental disease.

A recent national survey showed dental patients under four years of age had an average of three teeth in need of fillings:

-- those aged 15 to 19 had five on the average, and these figures don't include those persons who never see a dentist.

-- one American in eight has no teeth at all.



January Sweetheart

MISS KAREN HALBERDA who just turned twenty,
Personality and looks, this lass has plenty.
Louie Moreland, SH3, she did beguile
With her sparkling blue eyes and winning smile.
Our "January Sweetheart", an x-ray technician,
Was submitted this month with Moreland's permission.
He thought too many men might have their "eyes on her",
Our radiant radiographer.

NAVY=NEWS

Frozen Blood?

Frozen blood may soon relieve a problem that has plagued the medical profession for decades -- how to maintain an adequate supply of donor blood for any emergency.

The U.S. Navy, interested in the concept because of its life-saving potential under the most adverse clinical conditions, has led the way in research that already is paying dividends on the battlefield in Vietnam.

A year-long project just completed, in which 400 units of the frozen blood were transfused to 40 war casualties in Vietnam literally "put the frosting on the cake" for researchers directing the program in Chelsea Naval Hospital near Boston.

Lieutenant Commander C. Robert Valeri, Officer-in-Charge of the newly created Naval Blood Research Laboratory at Chelsea, currently is directing activities designed to extend the shelf life of donor red cells by means of freezing techniques.

Research conducted under his direction has shown that blood stored in a frozen state for more than two years can be transfused within an hour after thawing, with excellent clinical results.

Doctor Valeri is continuing work started at Chelsea by Captain Lewis L. Haynes in 1949. Doctor Haynes was the first Navy surgeon to use frozen blood.

Lieutenant Commander Valeri's work received international note earlier this year when he lectured on this subject at the International Blood Transfusion Congress in Sydney, Australia.

Navy Develops New Shark Repellent

Dr. C. Scott Johnson of the Navy Ordnance Test Station's Marine Biology Facility, Point Nugu, Calif., developed a new type of Navy shark repellent device.

The new survival gear is a five-feet long plastic bag which screens a man in the water from any sharks that might be in the vicinity. The bag is filled with water and supported by his life jacket floats inside the bag. In this

way blood from wounds or other human clues remain inside the bag, and there are no odors or visible movements to attract sharks.

The device has undergone testing by the American Institute of Biological Science's Shark Research Panel supported by the Office of Naval Research and the Naval Material Command. These test show that different types of sharks several feet long ignore the bag in the water and, in some cases, go out of their way to avoid it.

The bag has a black body and international orange cuffs. It can be made of commercially available strong, lightweight, mildew and decay proof plastic materials, such as the material used for boat covers, probably at a cost of less than \$10 in normal lots. It can be packed into a compact package and easily carried in an aviator's suit.

The Office of Naval Research is preparing to recommend adoption of the device by the Fleet.

Jet Boat Arrives in San Diego

The Navy's second turbo-jet powered gunboat, USS Gallup (PGM 85) recently arrived at the San Diego Naval Station. Gallup is in a revolutionary class of amphibious warships designed to punch fast and hard in coastal and river operations such as those now being conducted in Vietnam.

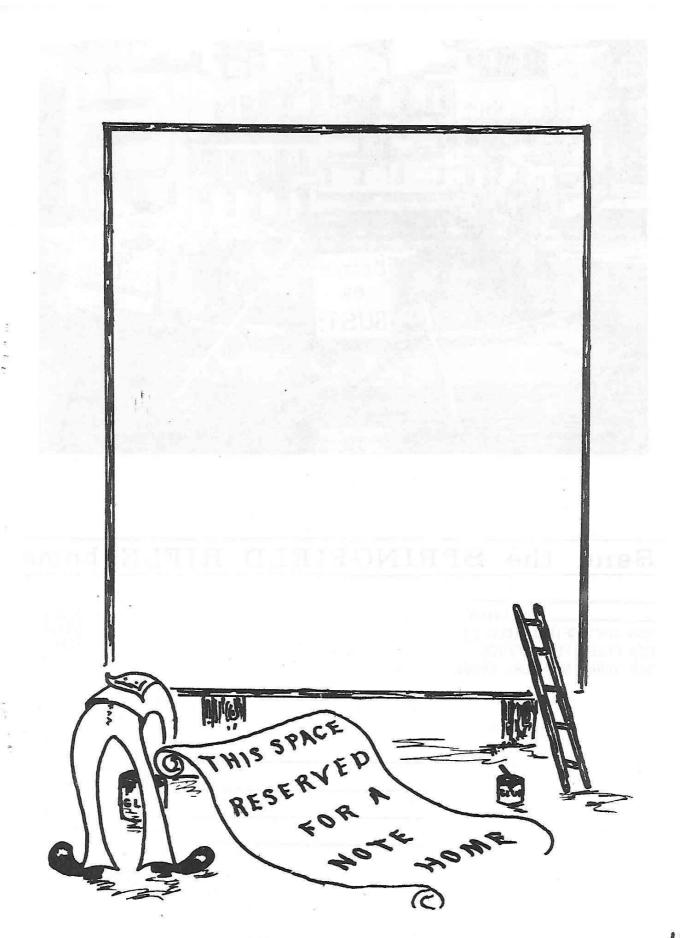
Research Ship Built

The Naval Ship Systems Command recently completed a new preliminary design plan for an Oceanographic Research Ship(T-AGOR).

The ship will be manned by nine officers and 16 men and will have accommodations for 25 scientists.

The new class ship will have an overall length of 220 feet, extreme beam of 46 feet, full-load displacement of 1,970 tons, and will be able to sustain a speed of approximately 12 knots.

The majority of ships built to this new design will be loaned by the Navy under the auspices of the Office of Naval Research to private laboratories.





Send the SPRINGFIELD RIFLE home

DIVISION
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PLACE STAMP HERE

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