

# THE SPRINGFIELD RIFLE

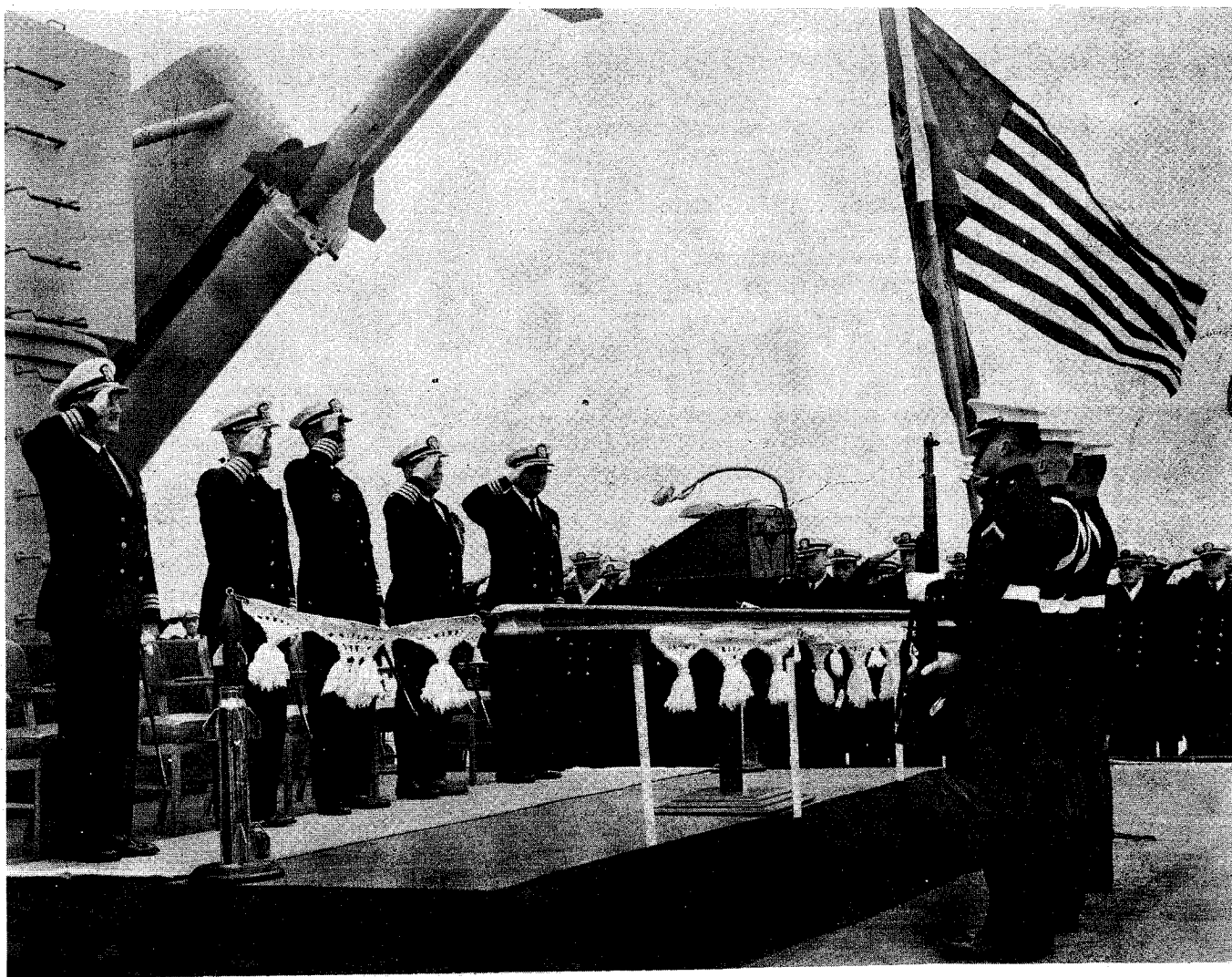


Vol. 3—No 2

USS SPRINGFIELD (CLG-7)

FEBRUARY 1963

## Change of Command



**Story on page 3**

# Thoughts From The Editor's Notebook

So you think you've got troubles--that you're destined to go through life with both feet in your mouth and a martini in each hand as an excuse?

Too often we tend to look at our problems through a set of blinders, never seeing anything else. If we could see the problems facing others, our own might seem much smaller. To be honest, we might often be ashamed to admit we even have any at all after a comparison.

To go further, we often find ourselves faced with difficult situations and instead of recognizing them we merely put them off until later. The Dutch philosopher, Erasmus once said, "Procrastination brings loss," but in many cases it brings only more troubles. Trouble seems to breed trouble, and putting off one thing today may mean facing many more tomorrow. Meeting each problem as it occurs with determination to lick it often turns what appeared to be a mountain into a mirage.

As Navy men stationed on board ship we are often faced with difficult task and a multitude of troubles. Instead of trying to shove it off on someone else we should face it and whip it. Letting a job go until the last minute often means holding up another job, and this causes much worry and confusion. SPRINGFIELD is a fighting ship and must be held at peak efficiency. This cannot be done by shirking a particularly tough problem, or passing it to someone else. These little problems often turn into big ones that if allowed to continue might possibly require a yard period to correct. If not pride in your ship, then at least the satisfaction and self-pride in a job well-done should urge us to fight these small problems before they become too big.

In the coming months we'll be seeing many new ports and new people, and what they see and hear on SPRINGFIELD will make a great impression on them. Lets keep SPRINGFIELD the cleanest and most effective cruiser afloat, and uphold the Navy tradition.

## Notes from the Underground

It has been heard through such sources as the starboard butter-pusher, the steam-line man in the scullery, and the POD that too much fresh water is being used each day. All hands are reminded to take a sea shower, or become acquainted with the new shower stall at Cy's locker club. As incentive, it is rumoured that the Executive Officer has some remedies for the problem that could make a grown man cry.

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## When It's Time For A Change...

The following is the first in a series of articles aimed at the rehabilitation of ship's company and their dependents for that phenomenon known as life in the United States.

The first few days may be a little confusing, but after a short readjustment period most will find things falling into place.

Let's begin our study with the drive-in restaurant fondly known as "Hamburger Heaven" or "The Pizzeria". The term drive-in describes quite literally the first step in the dining process. After parking the automobile outside, attention from the outer kitchen may be attracted by blowing the horn, blinking the lights, or both. Shortly afterward, should your choice have been correct, a waitress, immediately recognizable from her costume, will come rushing up to take your order. Ordering is quite simple and the service is usually fast. The food is adequate but nothing to linger over.

The most popular dish is the hamburger, which, by the way, may be identified under any number of names, most of them outrageous. Other specialties are the hot dog, the pizza, and strawberry pie. Tipping, though encouraged by the waitress is often discouraged by the management and discretion should be used.

Remember when leaving to return the car-tray, glasses, salt and pepper shakers (if they have them), and other accessories since most establishments are very touchy on this subject.

Well, so much for the drive-in restaurant. Next month we will discuss that boon to suburban living, the shopping center.

# CAPT Crenshaw Relieves CAPT Wadleigh as New CO

In a high noon ceremony on 1 February in Valencia, Spain, Captain Russell S. Crenshaw Jr. relieved Captain John R. Wadleigh as Commanding Officer of the USS SPRINGFIELD (CLG 7). Captain Crenshaw thus became the fourth Commanding Officer the ship has had since her recommissioning in 1960.

Captain Crenshaw, a 1941 graduate of the Naval Academy, was awarded the Silver Star and Legion of Merit for his service on board the destroyer MAURY during the South Pacific and Solomon Island campaigns.

Captain Wadleigh, who has commanded SPRINGFIELD since 18 April 1962, will become Chief of Staff to Commander Cruiser-Destroyer Force, U.S. Atlantic Fleet stationed in Newport, R. I.

The ceremony was preceded by a personnel inspection and followed by a reception in the wardroom.



Captain Wadleigh receives Captain Crenshaw who arrives to take command of SPRINGFIELD. Captain Wadleigh goes from here to Newport as Chief of Staff for Commander Cruiser-Destroyer Force.



Captain Crenshaw officially relieves Captain Wadleigh as Commanding Officer.



Captain Wadleigh leaves the ship after the Change of Command ceremony. Paying their respects are, from right to left: CDR Stell, LCDR Iannuzzi, CDR Horrocks (saluting), CDR Moorehead and LCDR Martin.

# Marines Make Clean Sweep of Valentine Sweetheart Contest



The staff of the Spring - field Rifle was pleased with the turnout for the Valentine Sweetheart Contest, and, as usual, had a hard time picking the finalists. The entries were numerous and ran the gamut of possibilities, from Alpha to Omega within the rules of the contest (which are few). With the exception of Miss Calhoun, upholding the Navy's honor, first, second and third places go to entries of SPRING-FIELD Marines.

The Grand Winner is the charming mother, yes, mother of our youngest Marine, PFC Roy Abagnale. Mrs. Abagnale hails from Nemours, France, not far from Paris. She attended the universities in Marseille and Berne (Switzerland) where she studied languages, and her hobbies are traveling and art criticism.

Mrs. Abagnale, in her early thirties, wife of Frank W.

Abagnale, has been painted by the famous American painter and illustrator Norman Rockwell who has also admired this green-eyed blond. The Abagnales live in Westchester County, New York.

Runners-up are Miss Ann Ehleider of Poughkeepsie, New York, submitted by L/CPL Mike Jensen and Miss Antoinette Augugliaro of Buffalo, fiancée of PFC William Hack.

Miss Ehleider is 19 years old, 5' 3", blond and blue-eyed. She is at present a senior at Centenary Junior College in Hackettstown, N.J. and plans to attend Columbia University in N.Y. for a degree in dental hygienics. She is an avid sports fan with a keen interest in skiing and sports cars. She and L/CPL Jensen are planning to become engaged in June.

Miss Augugliar is also 19 years old, 5' 6" tall with brown hair and eyes. She is working in Buffalo as a bank

teller, and her hobbies are skiing and ice skating.

A fourth contestant in the money, our Omega, is Miss Linda Christine Calhoun, 10 months old daughter of Luther L. Calhoun IC2 of "E" Division. Born in Nice last April 16th, she actively pursues eating, sleeping and playing, and in her leisure time, delights in long soaking baths.



Valentine Sweetheart 19??

# THIS IS THE FORMER CAPTAIN SPEAKING



As my final few words for SPRINGFIELD's excellent newspaper I want to say that first of all I sincerely regret leaving this ship. Every Officer wants command at sea, but as one gets more senior sea duty time becomes less, and I feel most fortunate to have been assigned to command this cruiser. When I was ordered to her, I was proud to get a cruiser command and proud to be assigned command of the flagship of this Sixth Fleet which has been and continues to be our nation's and the Free World's first line of defense in southern Europe. I had no doubt I was getting a good ship when I relieved Captain Noel--and it took me no time at all to have this emphasized to me by your performance both at sea and in port. From our first operations I was proud to command SPRINGFIELD because of how the ship's company carried out their duties. This has continued as we have steamed around the Mediterranean and out in the Atlantic.

The performance of SPRINGFIELD has been the result of teamwork by all hands and I would not try to single out individuals or particular divisions. In the relatively short tour of command I had, I knew far too few of you on board--but I was not unaware of the support which was given me by all hands in keeping this ship a smart and ready flagship for Commander Sixth Fleet.

My relief, Captain Crenshaw reports to you with a background of extensive sea duty in cruisers and destroyers. He and I have been personal friends for over twenty years and I know he is getting a good ship--I also know you are getting an outstanding officer for your new Captain. The teamwork which you have shown me while in the Sixth Fleet must continue as SPRINGFIELD returns to home-waters--next summer. Under his leadership I know it will continue! To him and to his ship's company I wish smooth sailing and the best of fortune in the months ahead!!

The SPRINGFIELD Photography Contest is underway, but response is a bit less than enthusiastic. Pictures will be in two categories, black and white and color, each of these being divided into three parts; Navy life, people and scenery. Each winner will be awarded \$10, and the runners-up \$5. The Grand Winners in each category will receive \$15 each. The picture at the right, taken by the ship's photographer is an example of what can be done. All entries must be in by March 1st.

# THIS IS THE NEW CAPTAIN SPEAKING

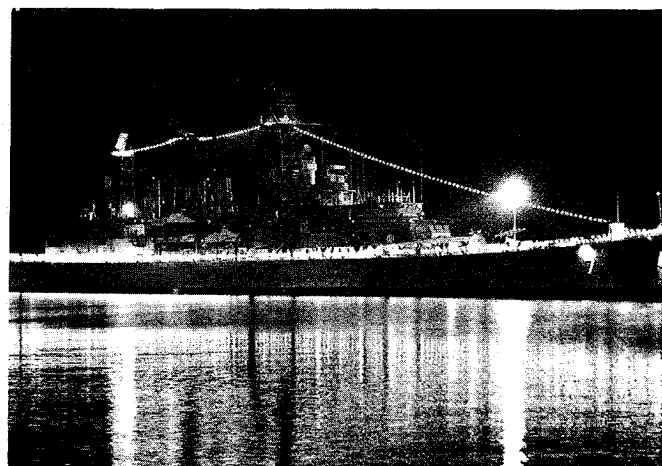


In my first opportunity to write a word for the Springfield Rifle, I should like to express the pleasure I have felt in taking command of this fine ship. I have been particularly pleased by the way in which each member of the ship's company has endeavored to assist me in assuming my new duties and making my life on board most pleasant. She is a famous ship and, having seen her first hand, I can also add she is a truly fine ship.

I look upon my service in SPRINGFIELD as the peak of my career and the culmination of a fourteen year old dream. In 1949, I reported as Gunnery Officer in USS COLUMBUS (CA-74), which was permanent flagship to CINCNELM and homeported in Plymouth, England. I heard of the charm of Villefranche as a home port and, within a few weeks, we found ourselves anchored just where we are moored today for conferences between Admiral Connolly, CINCNELM, and Admiral Sherman, then Commander Sixth Task Fleet. With the coming of the Korean War, COLUMBUS was transferred semi-permanently to the Mediterranean and eventually, in the spring of 1951, just as I was shifted to Villefranche.

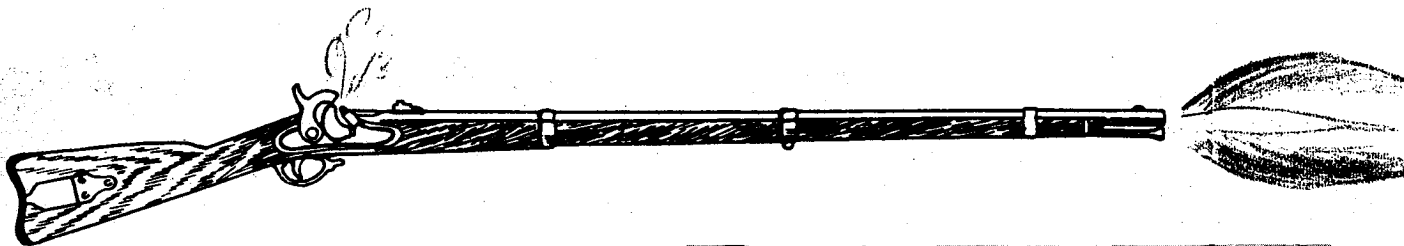
During my service in COLUMBUS, the hope of one day commanding the Sixth Fleet Flagship became a part of me. To have the good fortune that this dream should come true proves that Lady Luck still smiles in this grand Navy of ours.

As I join this smart ship and her excellent crew, I do so with a good heart and consider myself the most fortunate of men.



SPRINGFIELD IN ROTA, SPAIN.

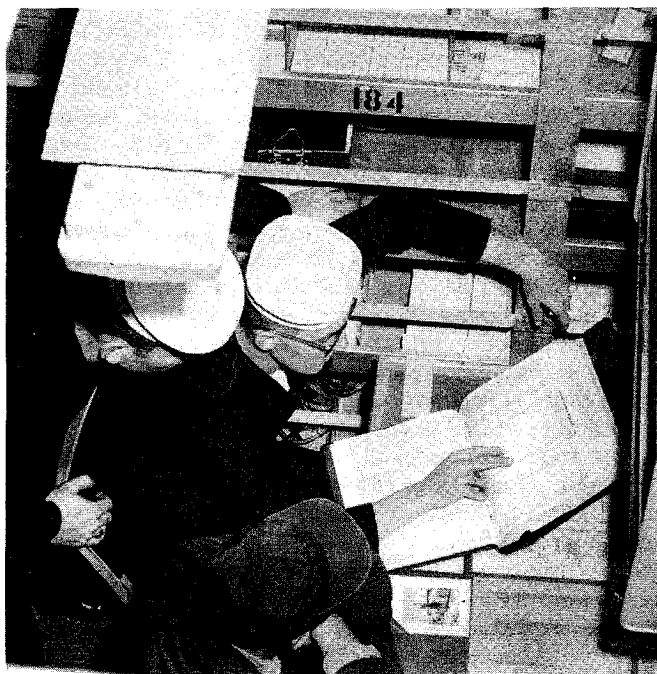




S-1 Division headed by LT Raymond F. Milburn and assisted by V. L. Thomas, SKCM, keeps SPRINGFIELD in business, from spare parts for main engines to letter paper for the Navy's never-ending correspondence. The rags and paint for the deck hands, the office supplies for the Administration Department and the Flag, and the tools and spare parts for men working in Engineering and in electronics are the concern of S-1 before they become anyone else's. The total number of items in stock is approximately 34,000.

This seemingly unmanageable number of items is broken down into four basic categories: electronics repair parts (known as "N Cog") with about 15,000 items; hull, machinery and electrical repair parts ("H Cog") with 5,000 items; aviation and ordnance repair parts (A, R, and Z Cogs) again with 5,000 items; and finally about 9,000 miscellaneous G.S.K. items for the everyday operation of the ship.

To keep the ship stocked with the proper amount of each item, the Stores Officer and his staff must be able to estimate months ahead of time the quantity of each item which SPRINGFIELD requires for each monthly replenishment. To do this S-1 must screen the stock cards for balances on hand and past us-

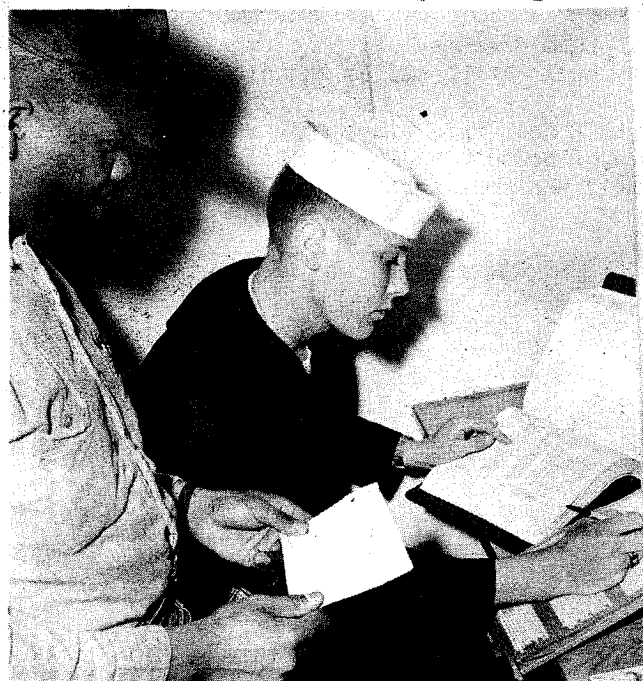


**J.E. Leslie, SK2, cross-references electronics gear. H. L. Jones, SKSN, watches over his shoulder to learn the ropes.**

age data before the ordering figure can be determined. Requisitions are then typed in the proper format which must be error-free to prevent subsequent errors by the IBM processing system. Over 1,000 requisitions are prepared monthly for submission to the Naval Supply Center, Norfolk, and the AKS assigned to the Sixth Fleet.

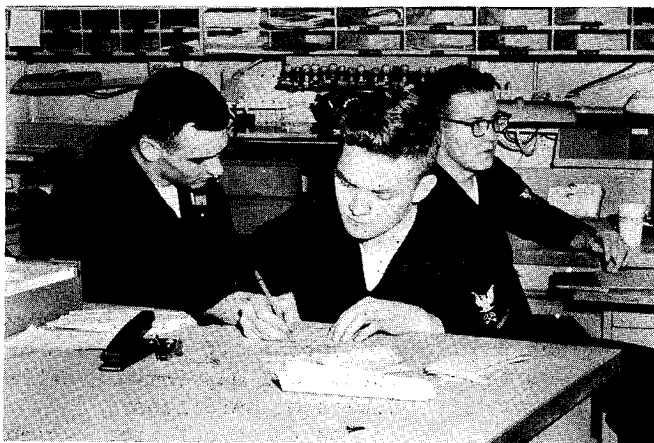
But unforeseeable situations arise which require procedures outside the regular routine, though these procedures are almost routine themselves. If S-1 finds it will require more items than it anticipates it will have on hand, either for issue or to guarantee on board requirements, it can follow two procedures: one is to make supplementary orders with NSC or the AKS; the second, an emergency procedure, is to request further supplies by message.

If such an emergency arises, a message is sent by the requesting ship to the Material Control Officer, Sixth Fleet, located on board ANTARES (AKS-33). From ANTARES, messages are sent to all ships of the Fleet asking about the availability of the needed item or items. SPRINGFIELD receives an average of 300 to 400 messages a month and fills an average of 25 to 35. These messages are all "Priority 5" which takes a maximum of 8 to 15

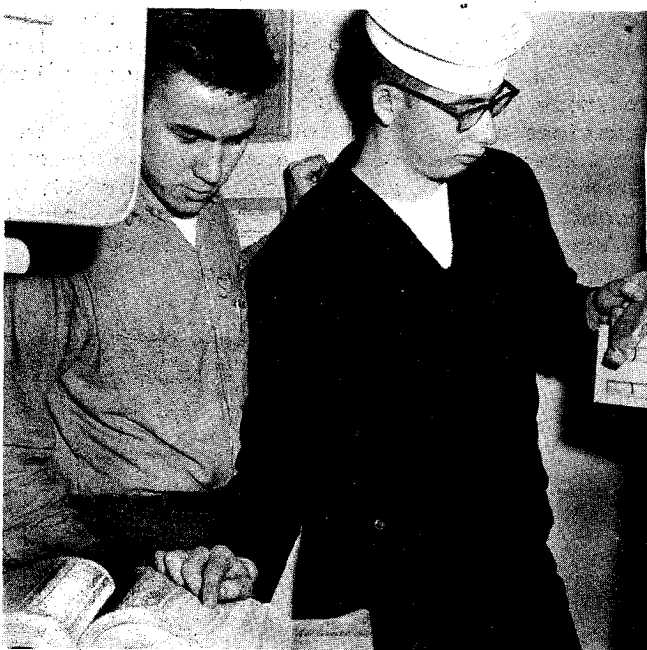


**Eugene Hoth, SKSA, checks the Coordinated Ships Allowance List (COSAL) to see if this engineer's order can be filled from stock or if it must be specially ordered.**

# S1



Working on their various jobs in the Supply Office are (l. to r.) M. R. Licata, SKSA, R.I. Westlund, SK3, and John Quinn, SK3. days to fill, this time required only when ships cannot supply and the emergency request must be filled in Norfolk. In filling emergency requests from other Sixth Fleet ships, SPRINGFIELD has ranked second six times (topped only by the Sixth Fleet tender) and first once in the past seven months--testimony to the success of S-1's foresight.



From the part number of this bearing, Al Isereau, SKSA, with aid of the COSAL, will be able to find where the part is located in the stock room.

If the need is not so immediate a ship sends out requests by correspondence, a "Priority 12" or a "Priority 17," the first taking from 20 to 45 days; the second from 45 to 60 days.

Besides maintaining the proper amount of stock, S-1 must also see to the efficient distribution of the items to the various departments on ship.

Upon arrival, all stock items are cataloged according to the ship's Allowance List or COSAL. From this cataloging process, an article can be found relatively easily. For example, an engineer could find a spare part by looking up the required part number in the COSAL and finding the stock number. The storekeeper can then find the part with a minimum of search, not even having to know anything about machinery. Obviously the book also indicates whether an item is carried at all.

An average of 80-100 items are issued daily from G.S.K. and other storerooms. The turnover of stock is quite rapid too. For example, each month an average of 350 gallons of paint, 400 rolls of teletype paper, 700 reams of bond paper, and 50 bales of rags are issued.

When it comes time for the bills to be "paid" the office storekeeper hands the reckoning out to the departments, and all must tow the line to see that the budget is maintained.



T.J. Antinora, SK2, posts an issue to the stock records in the main storeroom of G.S.K.



## Words of Faith

by Chaplain Peter R. McPhee

"Let love be genuine; hate what is evil, hold fast to what is good; love one another with brotherly affection; outdo one another in showing honor. Live in harmony with one another; do not be haughty, but associate with the lowly; never be conceited." --Selected from St. Paul's letter to the Romans.

February is the month we celebrate a variety of things -- Washington's and Lincoln's Birthdays, St. Valentine's Day, and the beginning of Lent to name a few.

We remember Lincoln and Washington not only because they stood firm for some things, but because they stood firm against some things as well. Both of them appear to have been humble and of course it is not necessary to say they loved their country. In a measure they are examples of what Paul is talking about here.

We are reminded by St. Valentine's Day that Love in the world is important--affection for individuals. But not flitting love that is here today and gone tomorrow. Rather a genuine, red-blooded affection which puts others before self. Someone has said the world is dying for the want of love! But he meant the kind of love that Paul mentions!

We are reminded also, by Lent, that sacrifices are required as a natural phase of love for others and country. True love denies self; it's never conceited!

February is truly a month filled with inspirational and challenging ideas.

# CO's Receive More Power in Awarding Non-Judicial Punishment

by Frank Ranelli, SN

On 1 February 1963 Public Law 87-348 came into effect. This legislation is important to all military personnel because it greatly increases the power of the Commanding Officer in awarding non-judicial punishment. In other words, in one stroke the Captain can dish out the same punishment that can be awarded by a Summary Court-Martial, including the punishment of 30 days custody for correctional purposes.

When one now goes up before the Captain for an offense in violation of the UCMJ, he can be awarded any one or combination of the following: admonition or reprimand, restriction for up to 60 days, extra duties for 45 days, forfeiture of one month's pay, detention of one half of 3 months pay, reduction to the next inferior pay grade, and for personnel in pay grade E-3 and below, confinement on bread and water for up to 3 days, and correctional custody for 30 days. If combinations of the above listed punishments are awarded however, they must be awarded according to the table of equivalent punishments. The punishments

are less severe if the Commanding Officer is a Lieutenant or below.

One interesting feature of Article 15 is the "correctional custody," mentioned above, which can be awarded by the Commanding Officer. It can be confinement in the brig either during duty hours or during off duty hours or both, and may include extra duties or hard labor.

For those offenses which were too serious for the old powers, the Captain can now equalize the punishment without the time delay and without going through the procedures of the Summary Court-Martial. Justice is better served because the Summary Court Officer in most cases is a Lieutenant, who has less experience in handling men than a Commanding Officer generally had had, yet this does place greater burden on the Captain. Also the man punished does not have the stigma of a court conviction in his record.

In closing, a Word to the Wise...Personnel now take a greater gamble in committing offenses which will place them before the podium at Captain's Mast.



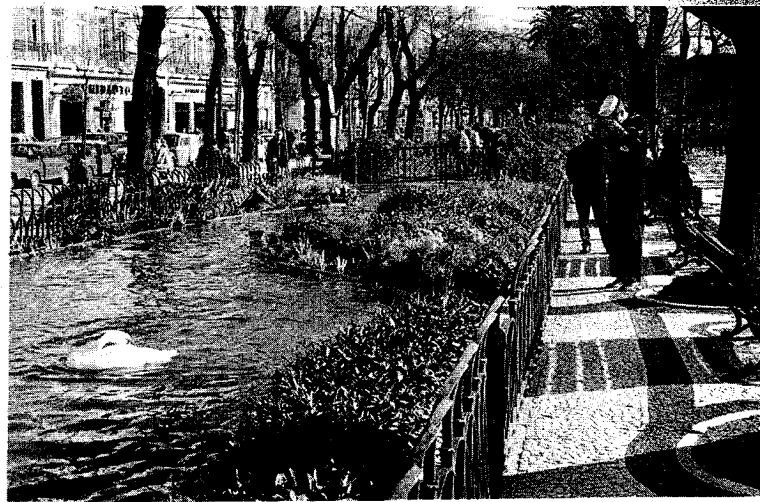
SPRINGFIELD men gain practical experience in fighting an oil fire during a training course offered at the Rota Naval Base.



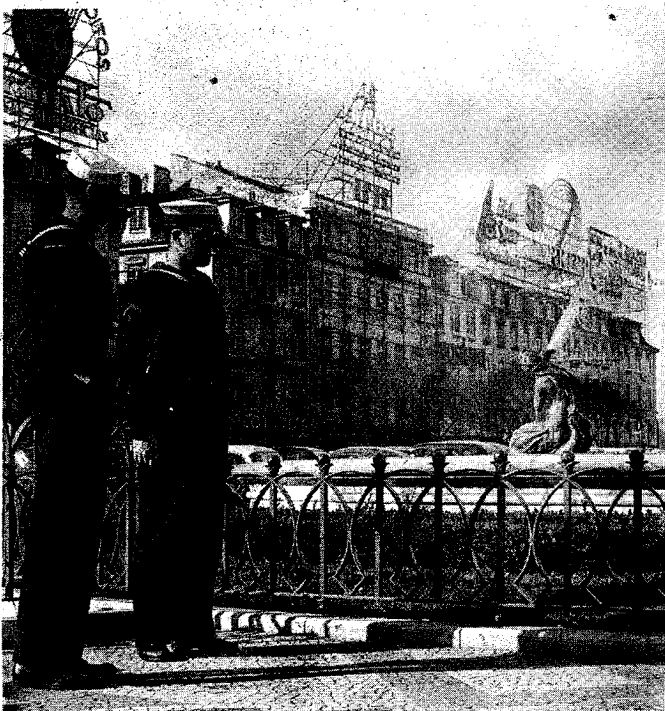
# About Lisbon with Sidney Jones



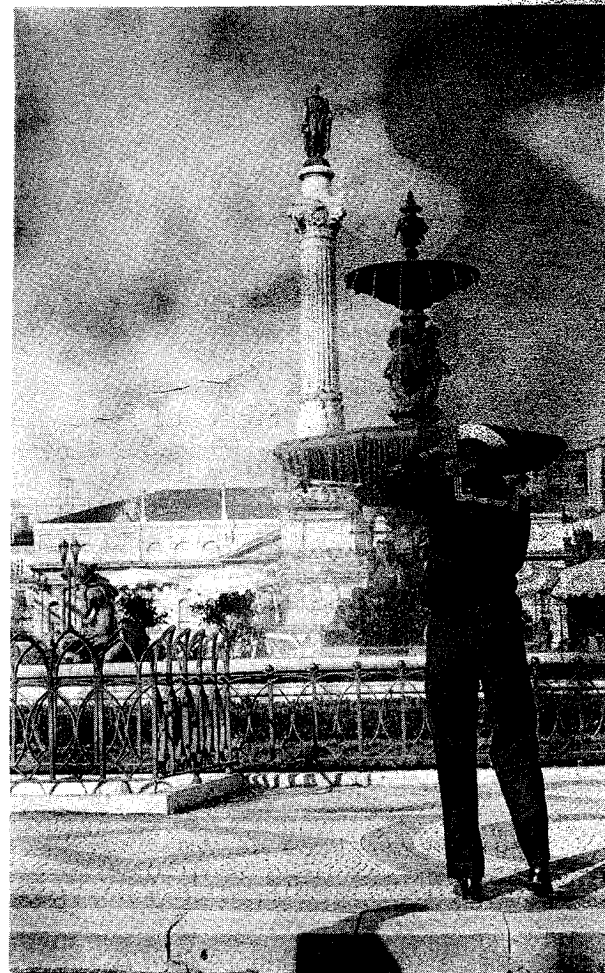
The monument to the dead of the First World War at the Rua do Sa-litre and Avenida da Liberdade, is only one of many in this beautiful city.



Sidney Jones goes hunting for swans along the Avenida da Liberdade.



"Hello there, I'm Sidney Jones.



Sidney Jones can't resist the fountain in the Place dos Restauradores.

# Springfield's Helicopter Aids in Rescue Operations in Moroccan Flood Disaster



LTJG Christopher Thomas, one of SPRINGFIELD's pilots speaks with crewchief Ralph L. Thorson ADRI while crewmember R. N. Barnhill ADR2 works on the rotor hub of their helicopter. The helicopter was assigned to Navy rescue and assistance units in Port Lyautey, Morocco during the recent flood disaster while SPRINGFIELD was visiting nearby Casablanca.

## SEND THE SPRINGFIELD RIFLE HOME

FROM: \_\_\_\_\_

\_\_\_\_\_  
Division

PLACE  
STAMP  
HERE

USS SPRINGFIELD (CLG-7)  
% Fleet Post Office  
New York, New York

TO: \_\_\_\_\_  
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