

THE SPRINGFIELD RIFLE

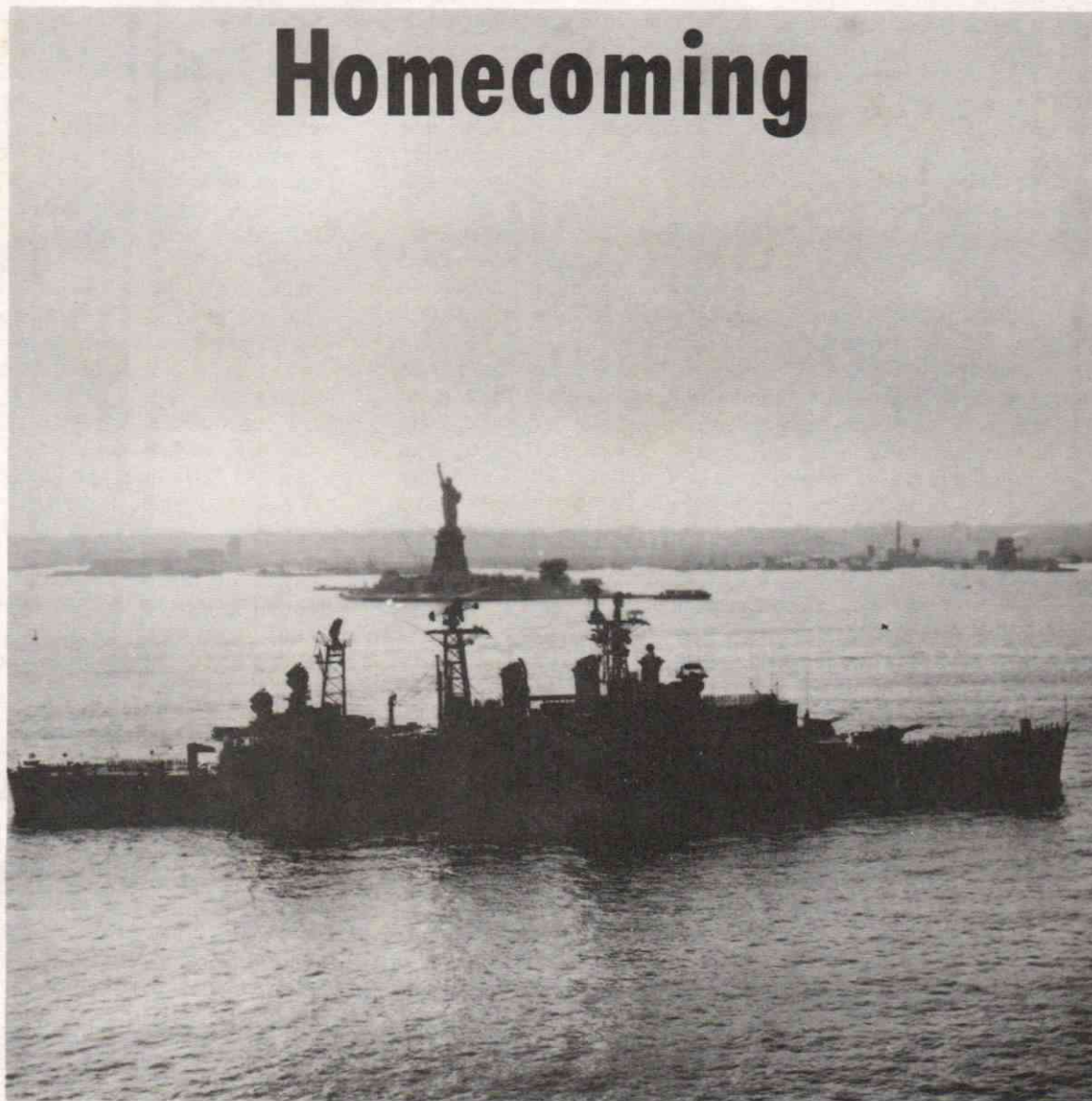


Vol. 3-No 6

USS SPRINGFIELD (CLG-7)

JUNE 1963

Homecoming



Thoughts From The Editor's Notebook



Once there was an American. An individual; a man with pride in himself and his country, with confidence in his ability to meet any situation.

Where has this American gone? What's happened to the self-reliant American--the American who said "Give me liberty or give me death;" who forged a new nation "conceived in liberty and dedicated to the proposition that all men are created equal."

Have Americans today decided there are no new frontiers, or become so disillusioned they can't see the challenges of our world today--of starvation, of war, of hate.

We live in a world filled with shadows. A huge game of "Heavy, heavy hangs over thy head." Somehow our society must avoid an atomic war; a war which might conceivably destroy all that our civilization labored centuries toward. It is a fact that we cannot isolate ourselves from the rest of the world. This is the 20th century, and the world has changed. We can no longer do as we'd like, for anything we do must have some effect on the rest of the world. We continually find ourselves in conflict with other nations, and each solution only seems to breed another problem.

Hunger, the age old problem of the masses, in the year 1963, is still very much in evidence. Millions today exist only from one day to the next. They are a desperate people; a people ready to grasp at a straw, or to fight that things might not always be as they are.

New nations emerge every year. Born is chaos, and as often as not, blood; not yet able to stand for themselves. They need workers, skilled workers; teachers, agricultural experts, engineers, and doctors. They need not only financial aid, but aid in the form of schools, books and training. It's useless to give a nation a prefabricated factory if it doesn't have the trained personnel needed to erect, operate and maintain it.

These challenges and many more face us as Americans. Our world is one in which distance may be measured in minutes, by commercial airliners, or possibly a ballistic missile. These challenges we cannot ignore. What we do today may decide our future. It's time Americans decided to take a hand in their own future, not only as a responsibility to themselves, but to the future generations, everywhere, that men might not live in a world filled with fear, and prejudice we face today.

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Knowledge of Yard Organization is Key to Overhaul Success

In order to work effectively with any group, it is necessary to be familiar with its organization. While the organization of the New York Shipyard is complex in some respects, the portion that will concern SPRINGFIELD is relatively simple to comprehend.

There are both Naval Officers and civilians who will work with the ship but generally speaking their roles are different. The officers have varying backgrounds in engineering and shipyard experience and their job is to supervise the work being done, to see that work is being completed on schedule, to decide which work should be done and to provide liason between the yard personnel and the ship in any problem which may arise.

The one shipyard officer who will be primarily responsible for the success of SPRINGFIELD's overhaul is Lcdr. J. Bridge, the man to turn to when in doubt about any phase of the overhaul. If he doesn't know the answer himself, he will certainly know where to find it right away.

While the civilian workers do not wear uniforms which identify them by ranks, there is a command structure in their organization similar to that of the Navy. The Journeyman is the person that shipboard personnel will come in contact with most frequently. He is a skilled technician with at least five years of experience in his trade, (and often much more), roughly corresponding to a petty officer. Continued on page 8

New Sonar, Radar, Improved Missiles to be Among Changes During Springfield's Overhaul

Long hours and hard work are the orders of the day for SPRINGFIELD personnel and shipyard workers in a combined effort to have the ship available by mid-December to resume her duties as Sixth Fleet Flagship.

All departments have the responsibility of completing a large amount of work that will not be done by the shipyard personnel. At the same time the yard workers will be doing their best to complete the technical problems on board.

The sound of the chipping hammers and wire brushes disclose the many working hours of the deck force in their task to have the entire ship repainted. While other members of the Weapons Department can be seen working on the equipment that will fire the ship's new advanced Terrier missiles, the men of Engineering are overhauling the ship's main engines, and the Operations Department is installing a new air search radar.

In place of our AN/SPS-29, the ship will carry the bed-spring type AN/SPS-43A which will be able to detect air craft at a longer range. The Ops Department will also enlarge the ship's main communication center to enable the radiomen to handle their work in a more efficient manner. In Combat Information Center, the temperature control system will undergo repair along with other problem areas found during the Mediterranean cruise.

In the depths of the engine, fire, and evaporator rooms, personnel of the Engineering Department will be repairing, overhauling, or readjusting

the many pieces of main auxiliary machinery in those spaces, while the IC gang and Electricians are checking out the ship's interior communications and electrical equipment.

Most of the ship's office spaces will be rearranged by the Administrative Department in order to improve the working conditions for the clerical workers who spend many hours doing the necessary paperwork. Also it is expected that most of the offices will undergo retiling and repainting. The ship's radio station will be improved to give all hands a better variety of music and programs. Plans have been made to receive all the latest hit tunes and albums through the Armed Forces Radio and Television Service. These records will probably be forwarded to the ship weekly in an effort to keep the SPRINGFIELD up-to-date with the national survey.

Plans for remodeling the Wardroom have gone into effect. The plans, which were drawn by Lt. (jg) R. M. Seitz, show a new false ceiling of acoustic tile, a deck of vinyl tile, walnut paneling on bulkheads, reconstruction of the pantry, a new divided lounge area and also a ladies lounge which will be built where the ship's legal office is presently situated.

Probably the most important change to occur on board will be the addition of sonar and an underwater communications system. A large sonar dome will be installed on the keel. Although the ship will not be fitted with any anti-submarine warfare offensive weapons, the sonar equipment

will alert the ship of a sub's presence and give her a better chance of escaping. The maintenance of this new equipment will be undertaken by personnel wearing a rating badge never seen on SPRINGFIELD--earphones pierced by an arrow--the insignia which is worn by the Sonarman.

Many more changes may be conducted to improve the living conditions and operational capabilities of the SPRINGFIELD, but only if they are first approved by the Bureau of Ships in Washington. These job orders include the possibility of a dry cleaning plant, a larger soda fountain



Looking rather like Santa Claus out of uniform, A. J. Cordella FN heads topside with a load of firebrick.

and cold drink urns instead of coffee urns on the mess decks during the summer months. All this work will fall under the direction of the Supply Department.

It must be remembered that the completion of this work will come only from the coordination of the efforts of both Navy yard and ship's personnel. The final result of this team will be the SPRINGFIELD's return to the Sixth Fleet as a finer ship to better perform her responsibilities.

SPOTLIGHT

There is an area of SPRINGFIELD sometimes known as the "Jungle." A mass of lines, booms, cables, and boats, the "Jungle" is that area amidships, from frames 70-90 up to the stacks--the responsibility of 2nd Division and the boat detail.

Made up of 42 men under the leadership of Lt. J. W. Bitoff, 2nd Division is divided into two parts; the boat detail which is in charge of all the ship's boats and the deck detail which takes care of other equipment. Work done is supervised by M.J. Kiley BM1 who is LPO for the division.

The job of 2nd Division is certainly no



HOSE SADDLE for a refueling rig, part of a never-ending job of maintainance is given a paint job by M.L. Guerin SA.

small one, for operating at 75% allowance, they must furnish two side cleaners, two mess cooks, one sideboy and when in port the division takes ten men from their ranks to act as coxswains on the boat detail. The incinerator room also takes a man for the job of burning when in port.



AT SEA, salt spray must be continually cleaned from deck equipment. W. S. Maitz wipes down the starboard cargo winch.



BURNISHING AND POLISHING is done on fire main brass plating by R. W. Caron SN.

DIVISION

2nd



ON THE JOB, S.J. Nassan SN keeps an eye out as coxswain on the boat detail.

At sea, reville is at 0500 and the day often begins with holystoning the deck, and even in June that's a pretty cold job as the men work their way across the wooden decks, barefoot, to the tune of the age-old stoning chant. During these underway periods there is a 24-hour lifeboat watch manned by 2nd Division. The maneuvering watch sends them to the after replenishing station and after highline station, as well as the close-in rig when refueling destroyers. The lowering detail is the responsibility of 2nd Division and when these jobs end there is also the endless miles of

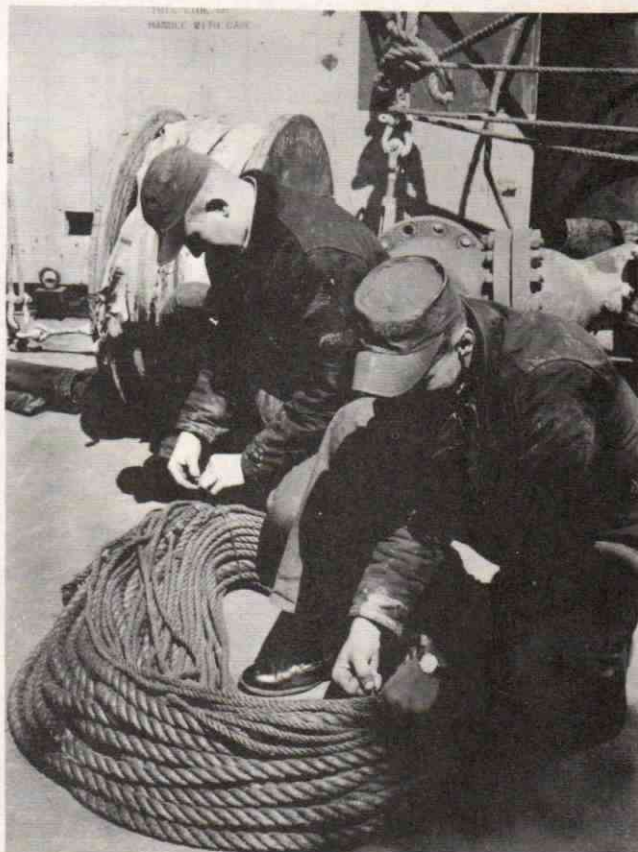


PREPARING LINE for storage, L.J. Gardner BM3 ties on an ID tag as J.D. Brooks SN and W. L. Kryzanowski assist.

line to be coiled, uncoiled, dried and then wet again. There is brass to be polished, bulkheads to wipe, and a hundred odd jobs to be done in repair of the boats and related equipment.

The ten men of the boat detail, under W.A. Sawyer BM2 are all coxswains in charge of the ship's boats, their repair and maintainance, and general appearance. Usually running two coxswains to a boat, they stand port and starboard when in port and at sea must keep a lifeboat watch ready at all times.

2nd Division is an important part of the ship's operation. Their skills, combined with the rest of the crew merge to form an indispensable part of a smooth-working team.



STOPPING LINE is only a small part of the job for D.P. Klinko SN and L.R. De Weert SA.

N.Y. Shipyard Has Long, Patriotic Past

From 1637 Until 1963; 'Service to the U. S. Fleet'

The massive 350-ton hammer-head crane, which overlooks the entire New York Naval Shipyard, prominently displays the motto—the "Can-Do" Shipyard—backed by more than a century and a half of contributions to the nation's defense.

One of eleven shipyards in the country, all dedicated to servicing the U.S. Fleet, the shipyard in New York enjoys a unique distinction in that it has specialized in the construction of new ships, many of which have gained renown in the famous sea battles punctuating our country's history. It has also continuously engaged in repairing, overhauling and converting naval ships.

Today the shipyard occupies about 219 acres of land area and 72 acres of water, with 270 buildings, housing everything from the roaring furnaces of the foundry to the quiet flag and sail loft. The New York Naval Shipyard is one of the largest industrial plants in the state of New York, and the largest shipyard area dates back to the seventeenth century when in 1637 Joris Jansen de Rapalje, a Hollander from the adjoining settlement of Breuckelen (Brooklyn), purchased from the Indians 335 acres of land called Rannagachonck. This

property consisted mostly of mud flats, swamps and creeks. After a succession of owners, most of this area was sold to John Jackson and his two brothers about 1781.

Jackson established the first shipyard there, occupying about 30 acres. In 1798, on this site he built the first vessel used as a U.S. warship, the JOHN ADAMS, which figured prominently in the War of 1812. The U.S. Government purchased the property known as the Jackson Shipyard on February 23, 1801, for \$40,000.

During the War of 1812 the shipyard saw considerable activity, fitting out more than 100 ships for war duty. The first ship actually to be built here by the Navy, was the 74-gun ship-of-the-line OHIO, the largest ship built in the U.S. up to that time. By 1835 eleven ships had been constructed at the New York Navy Yard. Following these in 1837 was the world's first sizable ship to be powered by steam, the FULTON II.

At the outbreak of the Civil War, the shipyard had become sufficiently well organized to assume a major role in shipbuilding and fitting out of ships for the conflict. In addition to building 16 new fighting ships, the shipyard converted and outfitted 416 commercial ships purchased by the government for use as warships. In 1861 the passenger steamer MONTICELLO was transformed from a luxury ship to a warship within 24 hours. In 1865, 6,000 civilian workers were employed with an annual payroll of nearly \$4,000,000.

One of the most famous ships constructed in this shipyard was the USS MAINE, which was blown up in Havana Harbor, in 1892, thereby precipitating the Spanish-American War.

Although enlarged buildingways were adequate for the first of the new battleships, as ships became larger and heavier, increasingly larger and stronger shipways were constructed to keep pace with increased sizes of ships. The NEW YORK and ARIZONA were built here during World War I and the NEW MEXICO and TENNESSEE, completed shortly afterward, were so well constructed that they were still in excellent condition for World War II service.

Between the world wars, besides the building of some destroyers, a gunboat, and Coast Guard Cutters, shipbuilding was confined to construction of the heavy cruisers BROOKLYN, HONOLULU and HELENA.

On September 9, 1939, with the outbreak of the war in Europe, President Roosevelt proclaimed a state of limited national emergency, and as appropriations were increased, ships were recommissioned and the employment rolls started to go up again.

One of the busiest years in the yard's history was 1942. Besides launching the battleship IOWA, two floating workshops, started in August 1941, were completed by April 1942. The keel of the USS BENNINGTON was laid in December 1942. Eight LSTs were started, four in September and four in October. All eight were completed in less than four months. They later made their mark as part of the spearhead in the invasion of Sicily in 1943.

But the story of these hectic war years can be told best by actual production figures. From Pearl Harbor

Day to the end of the war in 1945, this shipyard repaired over 5,000 ships, converted approximately 250 others, constructed the battleships NORTH CAROLINA, IOWA, MISSOURI, and the aircraft carriers BENNINGTON, BON HOMME RICHARD, KEARSAGE, AND FRANKLIN D. ROOSEVELT.

Employment rolls also kept pace with this tremendous surge of activity. At the peak of the war, more than 21,000 civilian and Naval personnel worked around the clock at top speed. The shipyard won national recognition by being the first in the country to receive the Navy "E" award for excellence in work performed during the war. The shipyard was chosen by the Bureau of ships to prepare drawings and install an experimental angled deck to the ESSEX class carrier, ANTIETAM. This important innovation had a tremendous impact on aircraft carrier development.

On December 16, 1952, one of the most important dates in the shipyard's history, the keel of one of the world's mightiest aircraft carriers, the SARATOGA, was laid. The estimated cost of the new 60,000-ton modern attack carrier authorized by the Defense Department was slightly in excess of \$200,000,000. The only change in shipyard facilities was the extension of crane tracks for Drydock No. 5 in which the ship was built.

On October 8, 1955, SARATOGA was christened and six months later she was placed in commission. Based on the yard's success with their first carrier, the Defense Department authorized the construction of a second attack carrier, the INDEPENDENCE, placed in commission in January 1959.

The assignment to build six amphibious transports marked another milestone in the shipyard's carrier of constructing warships. These

14,000-ton ships will have approximately the same carrying capacity as a medium transport but will enjoy considerably greater flexibility through ease of handling landing craft plus having helicopter facilities. The ships are designed for "limited" wars and will permit the swift landing of Marine assault troops on any beachhead. The



Words of Faith

"Honor your father and your mother, that your days may be long in the land which the Lord your God gives you."

Exodus 20:12

Last month we celebrated Mother's Day and this month Father's Day and Children's Day. The Bible in many places addresses itself to the honor of the parents. It also stresses the importance of children. In this era of increasing divorce rates and increasing child neglect, I'm sure most of us give some thought to solutions to these problems.

In my opinion the Biblical use of the word "honor" can serve as a solution to the situation. Basically it means to respect or appreciate. It is interesting how, as we grow older, we seem to appreciate our parents more. We seem to gloss over many of their faults as we ourselves go through similar responsibilities and problems of family life. As a matter of fact, many individuals have told me with regret that they wish they had shown their parents more

USS RALEIGH, first of the class, was commissioned on September 8, 1962.

For the present, this ends the history of the New York Naval Shipyard. But the vigor of its past and present indicates an active role in the future for this "Can Do" shipyard is one of the major bulwarks of our nation's defense.

appreciation and respect when they were with them. As we all know, parents don't have to have their names in social registers or honor rolls of various kinds to be "great" parents or to be appreciated. In their humble way, many of the best parents are just plain, honest everyday folk with "a heart" and a lot of common sense. Their endeavor is to do the best they can that their children's lot will be easier than their own.

Those of us who are parents or those who expect to be, should be reminded that, we have a grave responsibility to our children. To fulfill this, we must first be the kind of person who can be respected, not only by children but also by our peers. Not that we can be perfect, but rather that we are headed in the right direction.

To conclude the matter, let's put meaning in these days of observance. Firstly by showing appreciation and respect to our parents and children. And secondly, by developing character and personality that will be worthy of respect and appreciation.

Lawyer: "But if a man is kneeling down in the middle of the road...that doesn't prove he's intoxicated."

Officer: "No sir... but this man was trying to roll up the center stripe!"

Ship to Purchase New Welfare & Rec. Vehicle

The Welfare and Recreation Council has voted to purchase a Special Services Vehicle and has made arrangements for five TV sets for use during the overhaul. Captain Crenshaw has approved the purchase and negotiations are now underway to obtain the vehicle as soon as possible.

The TV's are already on board, coming from the LITTLE ROCK in Villefranche. SPRINGFIELD's only expenses on that bargain are for routine repairs and an antenna for better reception. The five sets will be returned to LITTLE ROCK in December at no cost to the ship unless one is in such bad condition that it needs to be replaced, in this case 50% of the replacement value will be turned over to LITTLE ROCK.

Sets will be mounted in the Wardroom, CPO Mess, First Class Mess and the band room. Additional inquiries were made into the renting of a color TV set, but the cost was more than \$60 per month. A recommendation is now before the Captain to rent an additional TV set which would go in the mess decks. If approved, the movies may be shown topside on the O4 level forward which would enable SPRINGFIELD sailors a choice of two TV programs or a movie every night.

The decision of the officer's Recreation Council to recommend purchase of a vehicle for Welfare and Recreation use was taken after a long and thorough debate. The enlisted Committee had voted against the recommendation largely because of fears that the vehicle would be of limited value for its price. Cur-

rent estimates for an American vehicle run from \$2500 to \$3000.

In affirming their decision to purchase the new vehicle—Captain Crenshaw has recently approved the purchase—the council emphasized the need for positive control of its use with equal treatment for officers and crew alike. Under current proposals the CDO will be in charge of the vehicle and not the OOD. He will decide who will have the vehicle with two general guidelines to follow: first come, first serve, and the trip which benefits the greater number of persons takes precedence. Thus athletic teams, division parties, and USO functions will have high priority. Present plans also envision the vehicle's use for transporting leave parties to the airport as well as groups to Yankee Stadium for baseball games.

In order to maintain positive control over the vehicle, a log book will be kept by the driver indicating the date of the trip, and length of time it took. This book will be reviewed daily by the



As SPRINGFIELD pulled into Brooklyn Navy Yard, this lovely miss was smiling from behind the hammerhead crane. Her first comment was, "that pennant doesn't look 610 feet long.

Executive Officer and the Special Services Officer and by the Enlisted Committee at its regular meeting.

A final recommendation was made by the Committee concerning drivers. They voted to pay a man in the liberty section \$5 a day to drive the vehicle during non-working hours with the working hours jobs handled by duty drivers. The shortage of drivers and the desire to see that the vehicle would be properly cared for were some of the reasons behind this decision.

The details of these plans will come out in a ship's instruction and will be the subject of future articles in the RIFLE.

Yard Organization from page 2
ficer in the Navy status. He is assisted by at least one helper or apprentice at all times, and between them they will actually do most of the yard share of the overhaul. Next in the hierarchy is the Leadingman who supervises four or more Journeymen. He may have just one ship to work on, or he may have several ships depending on the daily requirements.

From here the chain of responsibility leads to the Quartermaster who works in the ship itself. He is a technician who has worked his way to this position and exercises authority in administrative and planning matters and lends technical assistance when requested. Above him is the Master who has overall charge of the work done in his specialty. He is a veteran of at least thirty years service, and in many cases he may be the number one expert in the country in his field.

In essence the shipyard is organized much like the Navy. Each man has a job to perform, and with each man doing his job it becomes a team, working quickly and efficiently.

New Ship's Store to Feature Increased Display Windows

The yard period will see many agreeable changes in SPRINGFIELD, not the least of which will be the new ship's store. As modern as tomorrow, its colorful corrugated plastic sections and large display cases will add a spot of brightness to the often drab shipboard surroundings. With the aim of reaching more customers, two extension show cases are to be installed, one forward of the wardroom and the other in the general mess. The increased window area, almost twice as much as before, will allow many more items to be put on display. In the past many articles went unsold, merely because no one knew they were available. In addition to the new display cases, increased storage area will permit stocking a greater range of merchandise.

The hours of operation are expected to remain as they were before the modernization except for any demands which may be made by the ship's yard schedule. However, the store operator will now have an assistant to work on displays, both in the store windows and the extension cases.

Plans for the new ship's store were obtained from the Navy Ship's Store Office, and all work is being done by SPRINGFIELD men and paid for out of ship's store profits.

This is The Captain Speaking



Safety. The word sounds boring and restrictive. There is always someone to tell you, "you can't do that," "you must do this," "get your hard hat!"—and in a hundred different ways making life that much more complicated. Safety, however, might be the difference between you writing home about your adventures or me writing home to tell what happened to you. Let's get serious about it!

Safety results from Common Sense in action. Safety Regulations are the benefit of someone else's hard luck passed down the protect you. A hand was lost or a man died for each of the safety rules by which we must live. Selfishly, good safety practices insure our own health and happiness.

Power tools are a great boon to the workman. They multiply his strength and endurance ten fold and they permit him to do a job in a few minutes which would have taken days to accomplish without them. But this power does not come for nothing! The Herculean Genies put at our disposal are unthinking robots that care not whether they are cutting metal or flesh. A

power wirebrush will cut through a leg as neatly and effortlessly as it crumbles paint off of a stanchion. A cutting torch is fine for igniting wood, cloth, paint and people. The only electrical difference between using an ungrounded electric drill and standing on the steel deck with the bare wire in your hand is a thin coat of lacquer—a properly connected, grounding wire makes it impossible for you to participate in the potential Short Circuit!

Let's not overlook hand tools. Chipping hammers produce metal chips which are dangerous shrapnel. Scrapers are good for cutting fingers. **A**nd the greatest killer of **A**ll is that great gift of the twentieth century; the automobile! Anyone knows that drinking and driving don't mix, but how many sailors take just as hideous a chance when trying to stretch a weekend 100 miles beyond the breaking point? Sleepy sailors on a marathon cross-country are a menace to themselves and to all others who use the highway. Sunday night is a night in which to get eight hours of sleep to be ready for Monday; not a night to be fighting traffic trying to make quarters and spend the rest of the day sleeping on the job. Plan your driving as well as your recreation. You'll live longer to enjoy more.

So let's get alert and make our overhaul the safest ever. Safety is watchfulness. Safety is planning and care. Safety is common sense. It is worth the while of all of us for there is nothing in this life so valuable as health.



Candle Light Dinners are quickly becoming a tradition in the ship's wardroom. The officers not only have a very enjoyable evening with a congenial atmosphere, but simultaneously honor an outstanding officer or special guest.



AU REVOIR



Few ships are fortunate enough to be permanently stationed in a foreign port, and when they return stateside, it almost seems as though they were departing for a foreign cruise. There are tears and sad goodbyes as families and loved ones come on board to say goodbye, and there are mixed emotions of disappointment and anticipation, and of depression and elation.

Such was the situation on board SPRINGFIELD that gray morning as she prepared to depart for the States from her homeport of Villefranche, France.

But all is not lost, for if all goes well, the ship will be back in December and the broken ties will be bound once more.



Navy Pay Schedule Changed to Thursdays

Under the Navy's new pay policy, SPRINGFIELD personnel will be receiving their money every other Thursday instead of the 15th and 30th of the month.

This new program, commencing 27 June, was actually tried about a year ago when a number of ships and shore stations were chosen to experiment on a pay system which would enable Navy personnel to know in advance exactly when they would receive their money and also would allow a Navy man to plan further ahead on the use of his money and also would stop the possibility of a three week-end period without a payday in between.

Most of the personnel who came under this system favored it more than the present one, and so the Secretary of the Navy has instructed all ship's and stations to establish the new method. All commands were given their choice of what day of the week their paydays should fall--SPRING-

FIELD choosing Thursday. According to the ship's Disbursing Officer, LTJG R.M. Seifert, Thursday would give a liberty section a full payday just prior to their leaving the ship on a 72.

Under the new pay system personnel will receive approximately 45% of their monthly pay; however, this figure will be compensated for by an increase of two paydays a year--26 instead of the normal 24. Allotments will remain the same, but at a slightly lower percentage than the present rate. This too will be compensated for.

The Marines on board ship will also be paid under this new system; however, it may be found upon transfer to a Marine establishment their paydays will revert back to the old system. The Commandant of the Marine Corp has not ordered the new policy in effect. But, if it is desired, a Marine command, at their choosing may establish it.

* * *



Captain Crenshaw explains the unique phases of Flag Plot to Rear Admiral John O. Miner during the Admiral's visit to SPRINGFIELD in Yorktown. Rear Admiral Miner holds the position of Commander Cruiser Destroyer Flotilla 8, and as such is SPRINGFIELD's immediate senior in the chain of command.

Fox Division Wins Skeet Shoot

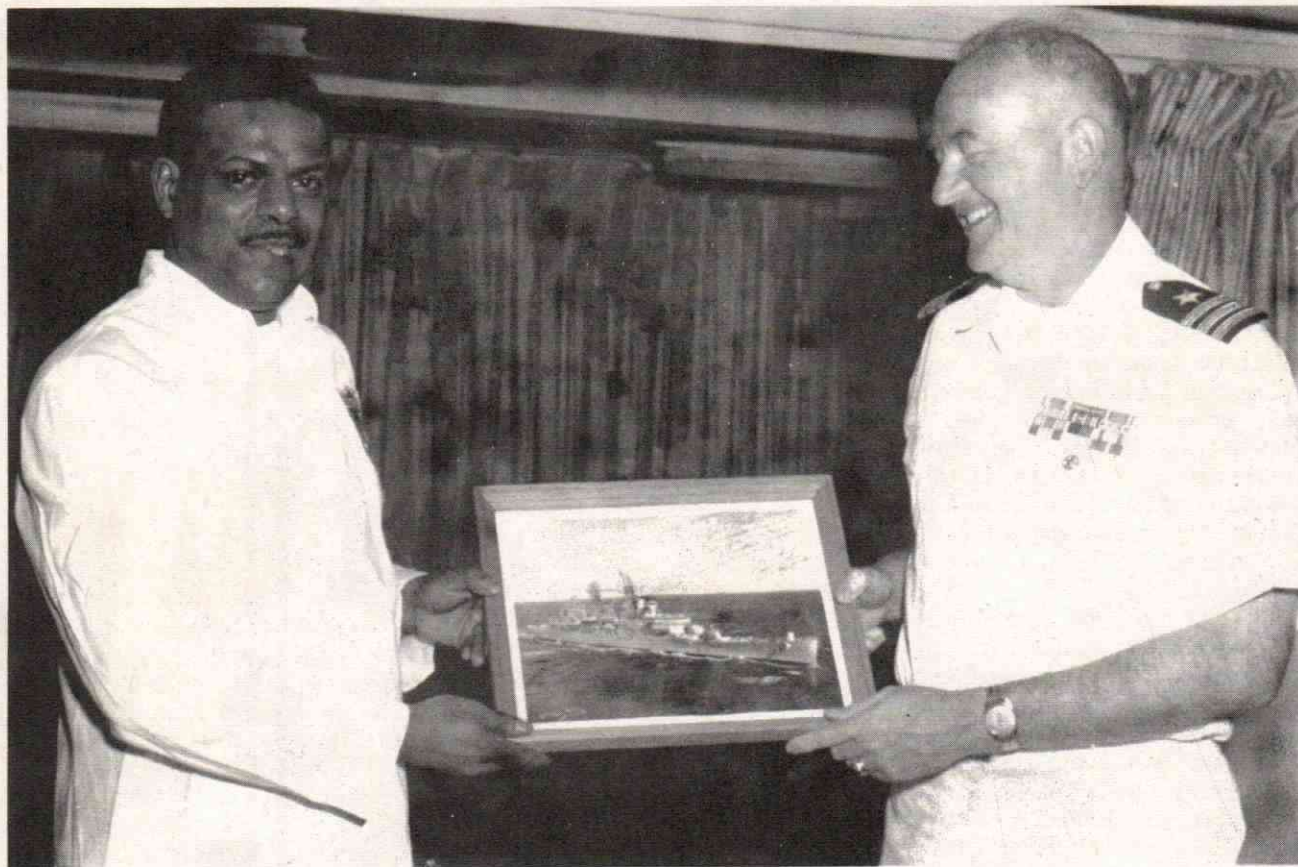


The dead-eye-dicks of Fox Division garnered the laurels in team competition during the SPRINGFIELD Skeet Shoot on May 25 and 26.

The director-trained men sighted in 28 out of 50, with three of their sharpshooters, J. E. Painter, G. R. Clancey and R. L. Newman hitting seven out of ten. S-2 Division was awarded second place with 26 hits followed by OR-US with 25.

In the individual scoring Chief Hospitalman A. Davis shot a fantastic nine for ten to leave the tourney the undisputed master. Ens. P. A. Sherwood, the director of the shoot, showed his skill by taking second place after a shoot-out with J. E. Painter.

Ship's Steward Honored for Outstanding Performance



Clifford T. Strother, SD2, was presented with an autographed picture of the ship in which he served so well. The presentation was made in the Wardroom on 30 May by the Mess President, Commander Horrocks. Strother, who was cited for his outstanding performance and devotion to duty, departed the next day for his new duty at the BOQ here in Brooklyn.

SEND THE SPRINGFIELD RIFLE HOME

FROM: _____
_____ Division
USS SPRINGFIELD (CLG 7)
c/o Fleet Post Office
New York, New York

PLACE
STAMP
HERE

TO: _____

