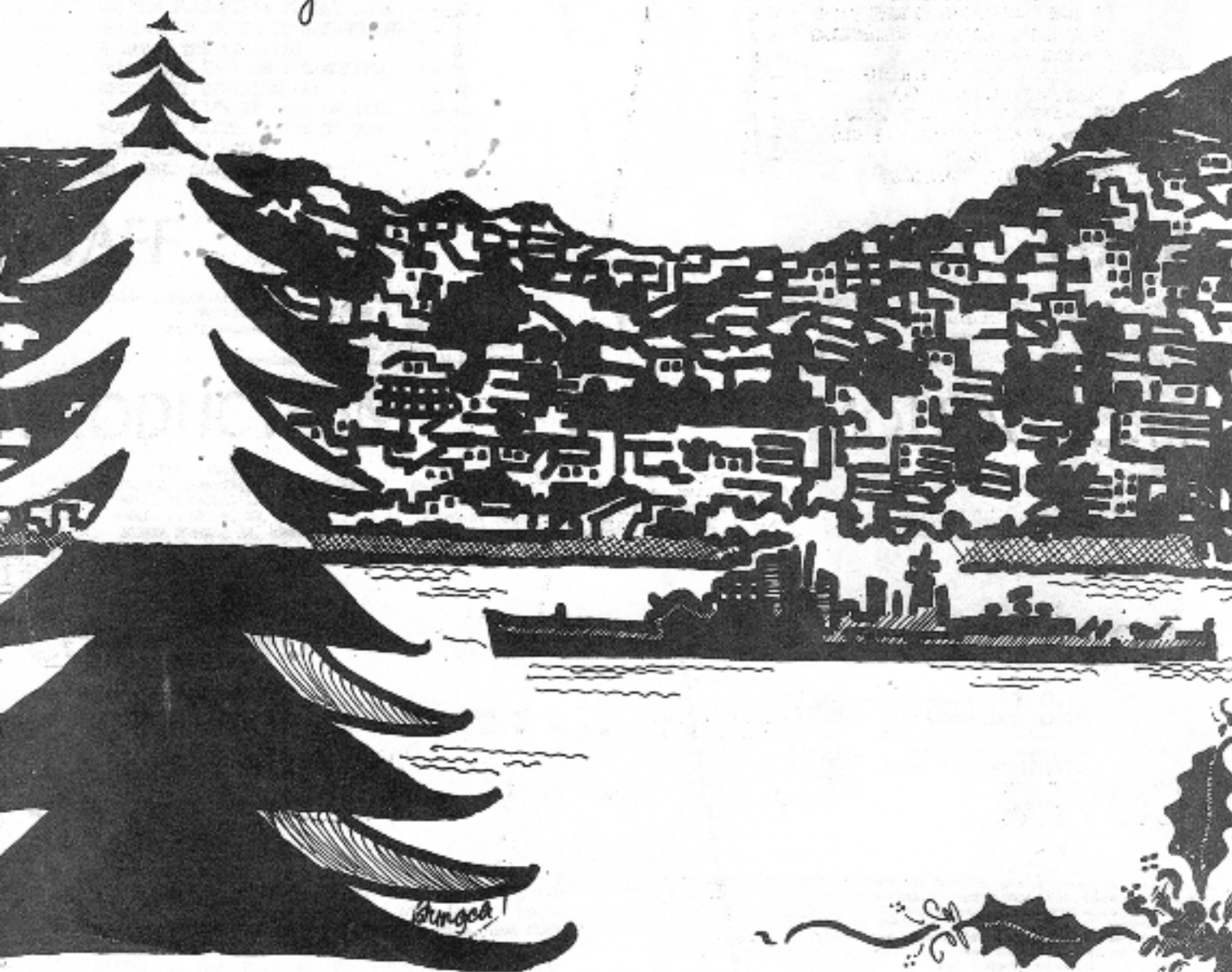


THE SPRINGFIELD RIFLE



☆ Joyeux Noël et Bon Année



THE SPRINGFIELD RIFLE



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COVER

□ In most any other place and for most any other ship, it would be "Merry Christmas and Happy New Year." But when the Flagship is home for the holidays, home is Villefranche-sur-Mer, France, and thus the greeting from the staff of The Springfield Rifle: "Joyeux Noel et Bon Annee." Cover artist who pictured CLG7 in her homeport is Sal Dunga, TN.



New astronaut? See
Page four for answer

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'Rifle' cited For content

THE Springfield Rifle was among 38 sea service publications named as "excellent examples of what should be expected in a good military newspaper."

The selection was made from 100 nominations by a panel of six judges—including public information specialists, line officers and enlisted journalists—under the direction of the Department of the Navy's Chief of Information.

The Rifle won in the "Ship or Squadron" category of six carriers and cruisers. No attempt was made to assign relative ranking; all papers in the category were winners.

Selection was made on the basis of balance between local news and news of wider interest; clean layout and good reproduction; over-all interest for the reader; good utilization of photographs and artwork; good balance of coverage of all aspects of the command, and other considerations.

No distinction was made for format or method of reproduction in the selection. Content tailored to the particular audience was the main criteria. ●●

...for Christmas

OUR lovely Christmas "gift" comes in the configuration of SPRINGFIELD Sweetheart Miss Peggy Van Dusen, a grey-eyed blonde from Jersey City, N. J.

Peggy, girlfriend of Fred Verlingo, YN3, Fox Division, is a secretary for Victor Comptometer Co. and also teaches comptometer operator night classes.

The 20-year-old, 66-inch charmer certainly boosts our holiday spirits.



Stewardsman Villafranca Is Dec. Sailor of Month

ENLISTED Performance Evaluation marks higher than the 27 other men in S-5 Division were reason enough for Stewardsman Luis S. Villafranca's nomination for December SPRINGFIELD Sailor of the Month.

Other aspects of his military performance and personal conduct brought him the award itself, December 12, in a ceremony on the missile house. Captain J. B. Hildreth made the presentation.

Villafranca, who has been in the Navy but 15 months, was cited by Division Officer LTJG P.M. Lehner as showing great promise in his job and being "extremely willing and quick to learn."

"Though the junior man in the division, his enthusiasm and cheerful personality have helped boost the spirits of his fellow stewards," said LTJG Lehner. "Villafranca takes a great deal of pride in his personal appearance and in the work he does."

His division officer continued: "While assigned to junior officers' staterooms,



L. S. VILLAFRANCA

his work resulted in frequent and high praise from the officers for whom he worked. His rooms were constantly among the best in appearance."

Villafranca is "a man with judgement, ambition, proper respect, intelligence, and education," says LTJG Lehner, and "is almost certain to progress rapidly in the stewards' branch or in any other rate to which the Navy might assign him."

His home in the Philippines, the stewardsman is a graduate of the Lyceum of the Philippines, Manila, with a Bachelor of Science degree in economics. He enlisted in the Navy on September 6, 1963. ●●

THE dreadnaught, a fast, heavily armored, all-big-gun battleship (guns mounted two or more to a turret instead of singly), was introduced by the British in 1906. It rendered existing capitol ships obsolete, affecting naval tactics.

on the Flagship's Flight Deck

HELO pilots
LTJG Aldrich
and LTJG
Burkhart take
their orders
from flagman
J.L. Proveaux,
AMS3, in bring-
ing helicopter
57 back on
board. BELOW,
1ST LT Britt,
in contact with
the bridge,
and Proveaux
prepare for a
launching.

WHEN the word "Flight Quarters—Launch" is passed, it may be a meaningless thing to most of the crew, but to the men of Helicopter Utility Squadron 4 (HUA) and the others who man flight quarters stations, it means "move out--get into action."

In order to launch or receive SPRINGFIELD's helo, the team work of all hands concerned is needed.

Third Division clears the fantail of loose gear, lowers the life nets and flagstaff, and mans the fire hoses. Two R Division men don their asbestos suits, ready to rescue and assist personnel in case for fire. There is also a corpsman available to render medical aid in an emergency.

The sound of the bugle also brings Flight Deck Officer LCDR C. E. Horn on the run for the fantail (earning his "flight pay") and Marine 1ST LT J.R. Britt runs the sound powered phone set to the bridge.

With the helo received, flight and asbestos suits come off, fire hoses are stowed, phones secured, and men relax at the word: "Secure from flight quarters"—another flight landing made on the Flagship cruiser. ●●



GUNDECKING: Essentially, the creation of spurious records and logs, etc., in order to deceive (that is, impress) an official inspection team during an Admin, ORI, INSURV, Pre-Deployment, Post-Deployment, or PTG inspection.

Or to keep the Commanding Officer happy. Or to keep the XO from putting you in back for not keeping up the watch-to-watch inventory of grease pencils in CIC.

But gundecking, at its best, goes beyond such mundane considerations as high inspection grades or self-preserva-

Gundecking

...the art of creating spurious records, logs, charts, and other like material to impress (fool) your boss, skipper, inspection team, etc., is now in danger of vanishing under the impetus of Project SCRAP (Selective Curtailment of Reports and Paperwork). Read about it here and pass this wisdom on before another of the Navy's useless (though interesting) old traditions is lost forever.

tion. It is both a science and an art. It is one of the oldest of naval traditions, and harkens back to the days when all of the non-essential records, files, journals, and logs were prepared in retrospect in the comfort of the berthing space (the gun deck) rather than kept up under the pressure of day to day operations.

However, tradition notwithstanding, the handwriting is on the wall. Gundecking, as we know it today, must soon vanish. More and more of the normally useless paperwork in the Navy is disappearing under the impetus of Project SCRAP

Beginner's Guide..... To Sophisticated

(Selective Curtailment of Reports and Paperwork).

The requirements for gundecking are being removed, and unless some strong action is taken immediately, the Secret Gundeck Wisdom of the Ages will be lost forever. There are but a few months left in which to practice gundecking --the last chance for junior officers and petty officers to learn the complicated skills involved.

Accordingly, as a public service, a young officer—who may well be the world's leading authority on the subject --has prepared a Beginner's Guide to Sophisticated Gundecking, which we present here. It is expected that this guide will become the standard text on the subject, to remain pre-eminent until such time as it, too, is scrapped.

PREPARATION

In the abstract, the best time for gundecking is late the night before an inspection. There is an admirable camaraderie to be found at such a time, what with most of the crew gundecking cheerfully side-by-side until the first light of dawn. And under the pressure of the moment, some truly ingenious solutions may be found to such knotty problems as "how to obtain the signature of an officer who has been detached."

But we must make a distinction between Impromptu Gundecking and Sophisticated--or Plan Ahead--Gundecking. It is the difference between occasional success and lasting triumph. And the serious gundecker will never be satisfied with less than the best. Let us assume your ship is sched-

ules for an Administrative Inspection. Here is the easy-to-follow step-by-step by-the-numbers time-phased plan (PrePlan).

FIRST PHASE

Hold a wardroom conference. Discuss the problem (Admin coming up and all the records are in lousy shape). Set a goal: a mark of Outstanding in all phases of the inspection.

Establish an organization: appoint a Gundeck Control Officer (GDCO) (if you do not already have one). It will be his job to insure that all gundecking throughout the ship will be compatible, consistent, and reflect continuity of operation. He should be a knowledgeable, experienced officer, with a solid background in Admin/ORI/INSURV operations (preferably one of each).

SECOND PHASE

Set up a comprehensive Op-Plan, under the direct supervision of the GDCO. Assign basic responsibilities. List all available resources (i.e. experienced and/or talented personnel). This will constitute the Basic Gundeck Team.

THIRD PHASE

Using the Inspection Check-off list, carefully mark all items that are to be specifically manufactured for the inspection. This way, the work of the Gundeck Team will not duplicate or overlap in the areas of necessary (but necessarily uninteresting) material normally used in running the command. Note: In some cases, it may be advisable for the Squadron Commander and his

SEE NEXT PAGE

GUNDECKING

staff to prepare this list, to insure that all ships in the squadron will be gundecking to the same standard.

FOURTH PHASE

After thoroughly briefing the Gundeck Team, commence operations.

EXECUTION

Basically, you are trying to duplicate records that have never existed. Keep this always in mind, as it is the key to a successful operation. If a log purports to have been started a year before, obviously the oldest pages will show more handling, will be more soiled and more frayed at the edges, and the entries will be somewhat smudged or faded. This may seem obvious—but it is the obvious things that are so often overlooked (See also: E. A. Poe, "The Purloined Letter," and A.C. Doyle, Collected Works.)

TECHNIQUES

There are two schools of thought on the business of filling in watch-to-watch inventories or daily logs. One holds that each entry—or limited series of entries—must be done with a different pen or pencil to strengthen authenticity.

If you are of this school, it is a good idea to start saving pens and pencils several months before you launch your project.

For information: pencils come in varying degrees of hardness. The useful range, for our purposes, runs from 9H (very hard) to 4B (very soft). Not all of these would be found at one time on one ship, so be reasonable in your choice.

ADDING SNAP

The medium ranges are the most common, but one or two entries with a soft pencil will add snap to the log, and a few entries with a very hard pencil will give an impression of permanence. Fountain pens and ball point pens are manufactured with different size nibs, and of course, the color of ink varies. But keep in mind that most government issue pens run pretty much the same, and most individuals are naturally reluctant to pay money for something that they can use for free.

The other school sticks to the theory that a proper watch-to-watch

or whatever log would always be filled in with the same pen or pencil, because the preferred writing instrument would be kept with the logbook. Whichever procedure you prefer, you must be consistent.

Don't use 37 different pens and pencils in a log that has a pen attached with a stout cord. It just wouldn't be logical.

Mineograph paper will age very nicely in an oven (if you have a friend in the galley), or even in the sun; but good bond paper defies most efforts. Keep this in mind when selecting the paper to use for "old" training records, etc. Soaking pages in weak tea is effective but messy.

Occasional coffee stains are not incompatible with naval records; unused publications that are subject to frequent changes should have a tattered appearance, with bits of paper in place. A good, honest footprint across one page never does any harm—it gives the impression that the page was dropped on the deck in a heavy sea while being corrected.

A FEW TIPS

Be sure to comply with any peculiar requirements that might be imposed by the Check-off list. If, for example, there is an item that asks, "Has the Drive Safe Manual been well-thumbed (yes or no)?" Be sure to thumb it.

The best time for this operation is during the evening movie; a little quiet thumbing will disturb no one, nor interfere with your enjoyment of the movie. If time is short, however, put a little butter on your thumb.

The best gundecking is that which goes beyond requirements. If one file of training records is called for, have seven—each carefully cross indexed. (Cross indexing is a great technique, by the way, for office files. It is not necessary that referenced material actually exist.)

Wall charts are very impressive, especially if the CO, the XO, and all Department Heads each have a duplicate set in their staterooms. The charts may show such things as training progress, machinery his-

See GUNDECKING page fifteen



A NAVAL Thanksgiving

COULD you eat an \$1800 meal? Such a meal was prepared by S-2 Division at Thanksgiving. Of course, it was not eaten by one man but by one thousand.

Two hundred man hours were spent by 23 cooks, 40 messcooks, and four mess deck EMT's in the preparation of the annual traditional meal.

What goes into an \$1800 meal? You start with 276 pounds of boneless ham and 277 pounds of smoked ham. Add 204 pounds of boneless turkey and 399 pounds of turkey carcass. Trim with 150 pounds of raw shrimp cocktail and 46 pounds of cranberry sauce. Serve with 2000 hot buns and 48 gallons of chocolate milk.

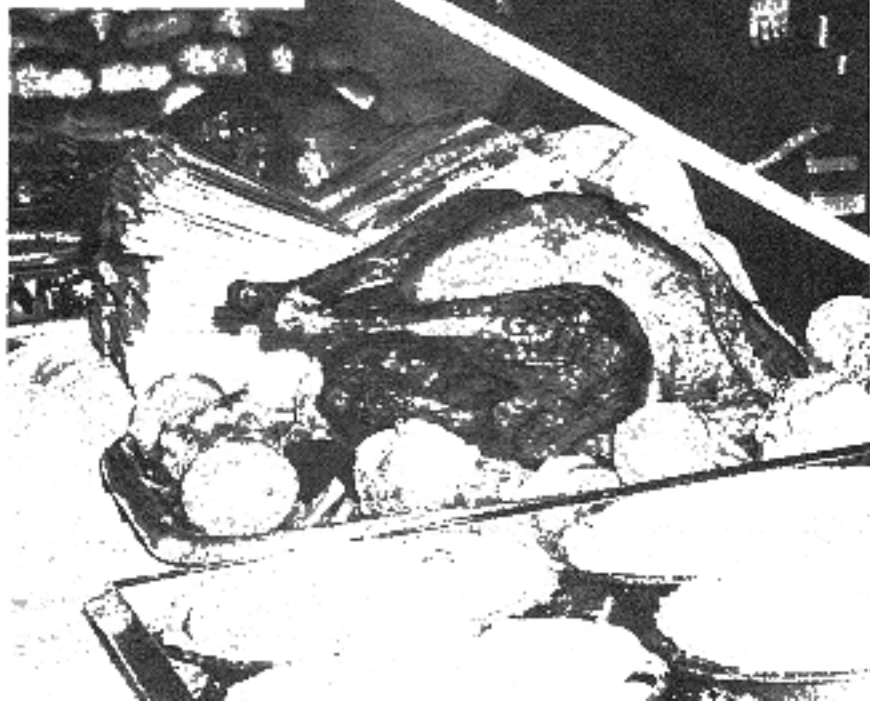
Complete with 220 pounds of apples, 315 pounds of oranges, 120 pounds of hard candy, 140 pumpkin pies, and 138 pounds of fruit cake. And this doesn't include the potatoes, filling, and trimmings.

That's a little of what went into the Thanksgiving meal and those men on-board Christmas Day can look forward to much the same. ●●

LOOKING over part of the Thanksgiving Day serving line, below, are Executive Officer CDR J. A. Hooper, Jr., Subsistence Officer LT R. H. Robinson, Chief Commissaryman J. O. Knowles, and Commanding Officer CAPT J. B. Hildreth.



Men pause at their meals as Chaplain S.P. Robinson, right, gives a blessing.





CHARLES T. Eckmann, left, is congratulated by Captain Hildreth on being advanced to ET Chief; William W. Kennedy, III, below, makes Aviation Storekeeper First.



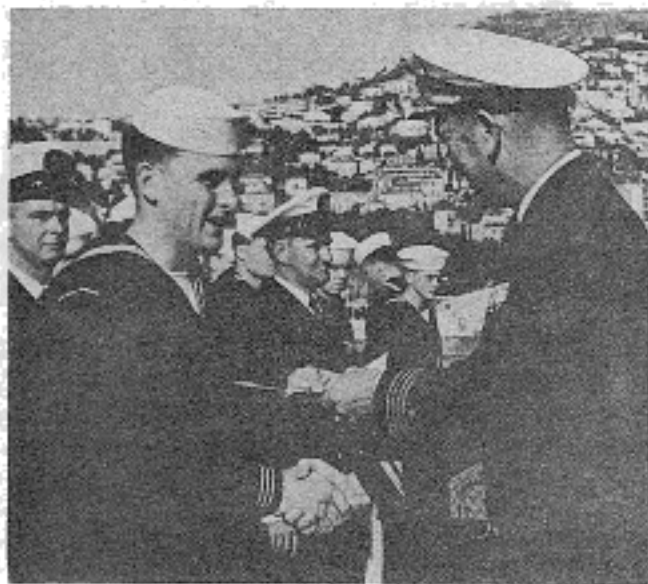
NEW 'CROWS' NEST ON SPRINGFIELD; SN's AND FN's NAMED

A NEW Chief Petty Officer, C.T. Eckmann, ETCA, was among the 92 men advanced in rating November 16 in a ceremony with the Commanding Officer, Captain James B. Hildreth, while in Villefranche.

Two Chiefs were also advanced to E-8—PTCS M. D. Ahalt and SKCS H.H.W. Fajen. New chevrons were sewn on by 69 former seamen and firemen, while 18 men made PO2 and two became PO1.

Five days later 13 men were advanced to seaman: H.A. Carpenter, J.J. Dillabough, H.A. Doe, E.L. Fitch, O.G. Jones, W.F. Heinlin, R.L. Klatt, C.C. Miller, J. A. Robbins, R. F. Sherrod, G.A. Thompson, R. J. Tynan, and R. P. Weaver.

New firemen are L. Edney, D. R. Ellis, D. H. Hines, W. J. Miech, and J.L. Wayne. ●●



MAKING ETR2 is Ronald D. Schmader, above, one of 18 new PO2s; below, Maurice L. Perrin is congratulated on his advancement to BM3. He also received a new Boatswain's pipe

SPOTLIGHT DIVISION

'A Gang,' a *diversified* division

EVERY division officer on board SPRINGFIELD believes, and rightly so, that his men work hardest of all. Few, however, can claim that their work is as diversified as "A-Gang."

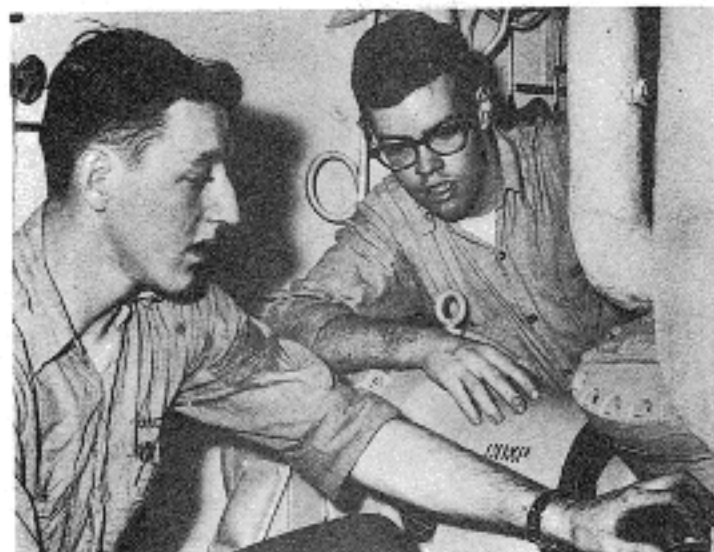
The division's responsibility extends from the ship's whistle to the voids, and from the anchor to after steering.

In this extensive area over 750 pieces of machinery are maintained, including internal



REPAIRING THE flat work ironer in the ship's laundry are left, M. A. Croy, MM1, and right, J. J. Murphy, MM1, pictured ABOVE.

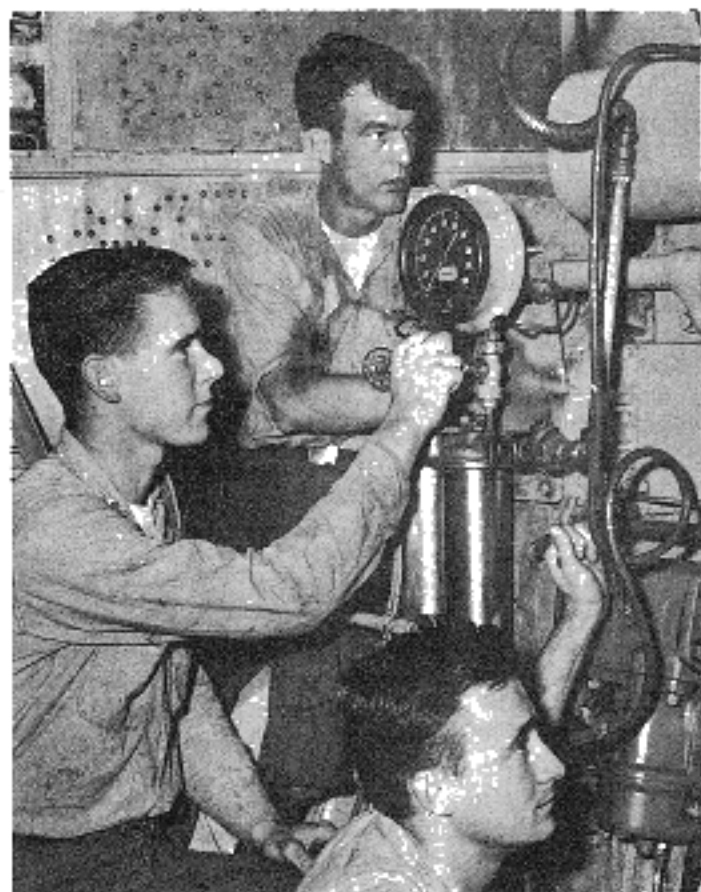
CHECKING THE operation of a refrigeration compressor in the refrigeration machinery room are left, D. G. Cooper, EN2, and right, G. L. Clark, FN, in the BELOW photograph.



REQUESTING permission to leave the ship from the OOD with a freon bottle and tools in hand is L. R. Berkowitz, MM3, of the "A Division Home Service Bureau."

combustion engines, hydraulics, steam heat, air conditioning, refrigeration, distilling plants and many others. All these systems play an important role of the ship's operation and habitability.

Headed by its leading petty officer, M.A. Croy, MM1, "A" Division is divided into five



Steam heat and hydraulics are taken care of by D.S.L. Mildenstein, MM2, and his men who have the responsibility of heating, steering, and anchoring the ship. They also maintain the various hydraulically operated systems.

The refrigeration house and the air conditioning plants come under the charge of W. Kidd, MM1, and his Refr Crew. Their task of maintaining these systems on board is a hard and exacting one.

Another important and widely used responsibility is the "A" Division Home Service Bureau. This extension of "A" Division sends men on the beach to fix the various household appliances of the Villefranche dependents. Liberty uniform and a portable freon bottle under his arm is a sign of an "A" division member on the job.

Composed of 42 Enginemen, Machinist Mates, Machinery Repairmen and Division Officer LTJG R.L. Popp, "A" Division men know that the performance of their responsibilities serves not only the crew, but themselves as well. ●●

CHECKING THE operation of the forward emergency diesel generator is left, R. P. Padgett, FN; center, J. W. Smith, EN2 and right, H. L. Hardy, EN3, pictured ABOVE.

WORKING ON the 14 inch lathe is left, S. G. Hart, MM3, and right, G.L. McKinney, MR3, BELOW.

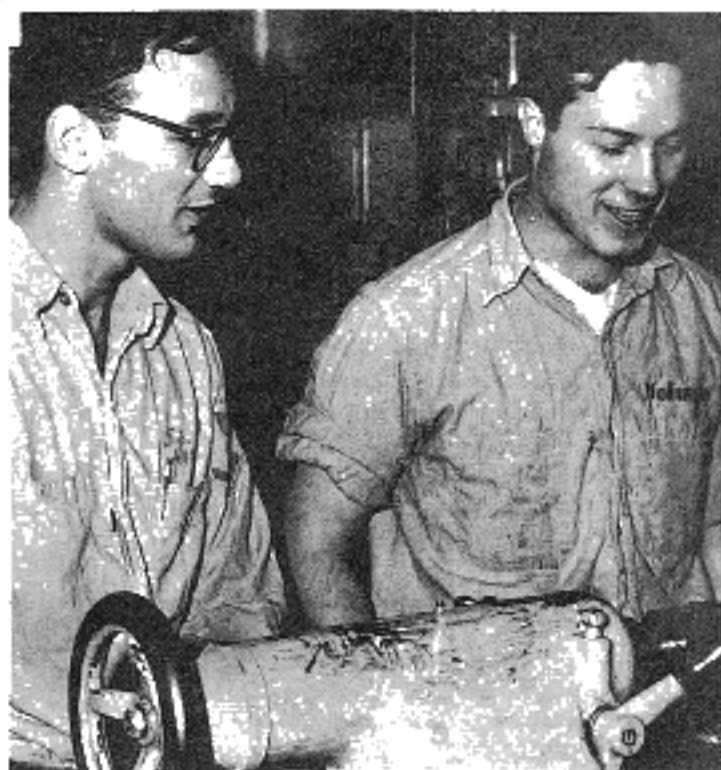
separate units, each operating independently but all unified as a functional division.

The Diesel Crew is not only responsible for the operation and maintenance of boat engines but also the emergency diesel generators, the gas turbine generator, two fire pumps and the helicopter refueling team.

The great demands placed on the boats have kept J.W. Smith, EN2, and his men hopping with over 2000 engine hours since December 1963.

The machine shop, headed by R. Musciano, MR1, has saved the day many times by manufacturing parts vital to the ship's mobility and comfort. Over 1,500 job orders are filled each year.

In charge of the Evaporator Crew is S. Hart, MM3, and his men which maintain the ship's evaporators and the emergency evaporator. These distilling plants surpass their rated output and have produced over 20 million gallons of fresh water since SPRINGFIELD's recommissioning.



The seaman's life In the days of sail.

■ Life for the sailor or the fleet when ships made their way under power of the full blown main-topgallant sail and fore-top-sail, had few pleasures and fewer conveniences. What life was like aboard a sailing ship in the last century is shown in these excerpts from "Men, Ships, and the Sea," a book prepared by Captain Alan Villiers for the National Geographic Society.

In Dr. Samuel Johnson's view, going to sea was like being jailed, with the added risk of drowning. Many of (British Vice Admiral Horatio) Nelson's day agreed, for life

in the "wooden walls" was harsh.

Some 850 officers and men crammed a ship of the line. There was little ventilation, no plumbing. Food was deplorable. Any misdemeanor called for flogging. Humane officers eased up on this, but others might make a man run the gauntlet, with every seaman aboard taking a fierce swipe, or order him flogged through the fleet—which killed him.

Little wonder that men who might not step ashore for years roistered in their home base at Portsmouth, England, until the fleet was ready to weigh

anchor.

Usually naval seamen were kept aboard while in port, lest they desert. But wives were allowed—one per man.*** An admiral complained of their laundering. "The hold is continually damp and a vapour arising from it highly pernicious," he lamented.

Only a rare career man served willingly. An outstanding captain like Nelson might recruit a few men from his hometown or county. Sure of prize money and glory, they came. For the rest, bounties were offered, jails ransacked, and the press-gang prowled the lanes and streets, nabbing farmhands, shop clerks, anyone who couldn't raise a protest in Parliament or the Admiralty.

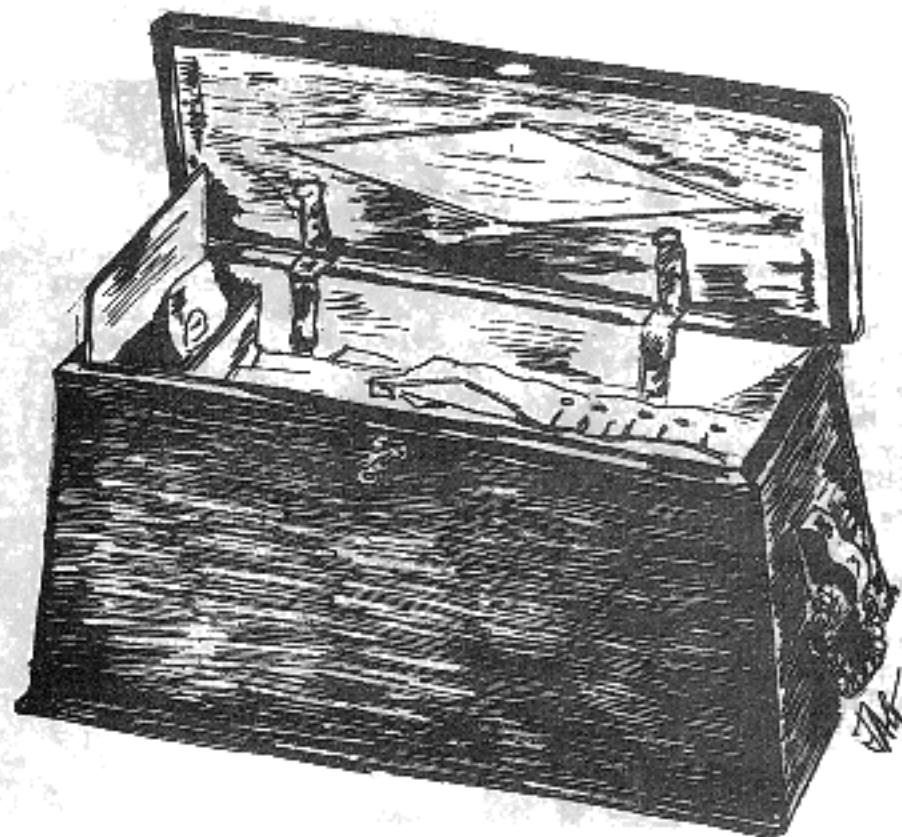
They even got John Wesley, father of Methodism. But they let him go.

The navy never had enough men. "Fluxes," scurvy, and fevers decimated the crews. Of 176,000 men who shipped out between 1774 and 1780, 1,243 were killed in action, 18,541 died of disease, and 42,069 deserted.

Shorthanded warships stopped merchantmen at sea to search for navy men who had deserted for better treatment. The impressment of Americans was a cause of the War of 1812.

Life in the fleet had its lighter moments. A ration of grog (watered rum) and a slice of chewing tobacco made a man forget the weevils in the biscuit, the green scum on the drinking water, the salt pork and beef so hard "it would take a good polish."***

Jack's clothes came from the slops. The British Navy



CONT'D NEXT COLUMN

had no regulation uniform before mid-19th century. A sailor, in the usual striped trousers and short jacket, often carried all his worldly goods in a kerchief (below).

American tars, better paid and better fed, boasted more belongings. Items garnishing a Salem sea chest (left) turned a forecabin into a home; accordion, whalebone ditty box, ship model, knife, pipes, tobacco, letters, medicine bottles.

Here are a man's razors and strop, shaving soap, knife and fork, marlin spike, sheath knife, slungshot (lead ball



wrapped in string), and fid for splicing.

The sailor wore a tarpaulin hat, mended his clothes with a sewing kit and sailor's palm, played cards and checkers, studied navigation with the aid of a quadrant and a copy of Bowditch's "Practical Navigator," and like a good Yankee read his tiny sailor's Bible.

The British tar was never so lucky. But he fought with a will when the time came. Kipling wrote the best epitaph:

If blood be the price of admalty,

Lord God, we ha' paid in full! ●●

This is the Captain speaking:



A ready ship

RECENTLY on a Sunday morning and with minimum advance notice, SPRINGFIELD got underway with only the duty section (and those men who happened to be on board) manning all necessary stations. After a two hour cruise to Monte Carlo, Es-sur-Mer and Beaulieu we returned to our bouy. Those ashore who arose later on Sunday perhaps didn't even know we had departed from our normal berth in Villefranche.



But those on board knew. They also knew and could derive pride and confidence from the fact that SPRINGFIELD could and did get underway: to fight if necessary, defend herself if necessary; even with part of the crew ashore on leave or liberty.

We can all have confidence

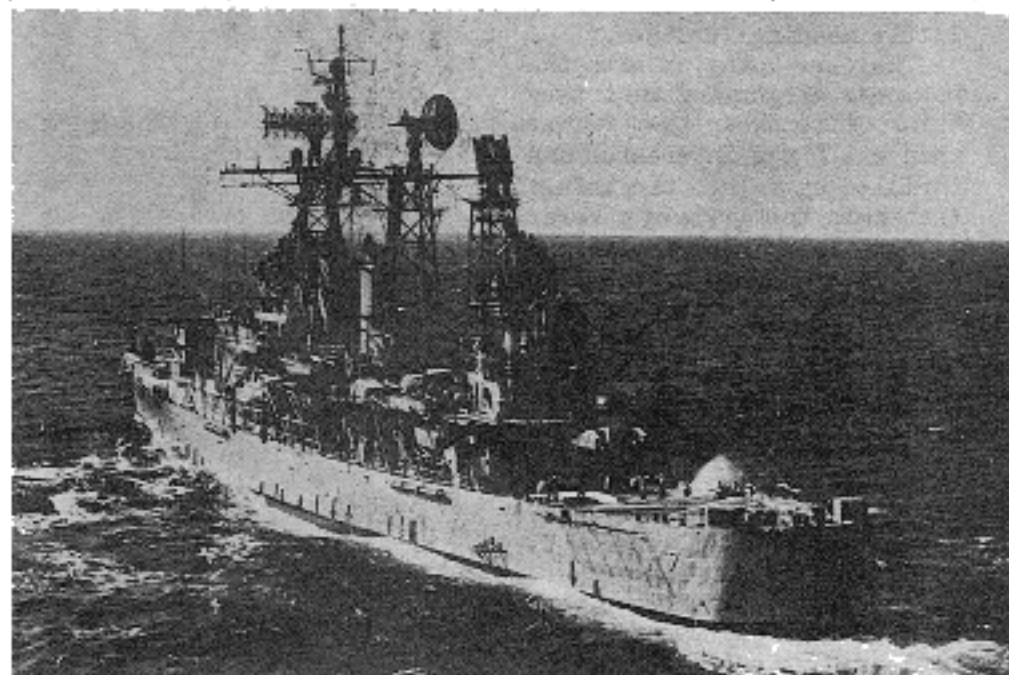
in our overall ability only if each of us knows our job well. And only if we know the assignments of those around us well enough that we can fill in when shipmates have liberty ashore.

This is particularly important to all of us since that recent Sunday was the Sixth of December. It was just 23 years ago that the United States lost a fleet at Pearl Harbor; when the United States was not ready.

As we approach the holiday season, it is comforting to know we in SPRINGFIELD are ready and able to carry out any assigned mission.

May God keep you and comfort you as we approach the celebration of His birth. May I wish all a very pleasant holiday season and the best in the New Year.

James B. Hildreth
COMMANDING OFFICER



FLAGSHIP moves smoothly through the Med to her next port call.



Words of Faith Gifts of God

THE gift that God has given to man in this Holy Season of the year, the gift of a Saviour, ought to cause us to pause and think seriously about the great gift God gave us before he sent his Son. In fact, if it were not for this first great gift, Cdr Robinson there would have been little necessity for the gift of his Son who came to earth, born of a virgin in Bethlehem.



Cdr Robinson

This gift is the gift of eternal life. Perhaps for you it doesn't seem to be such an important thing. You may feel that it is rather like an expensive item that you have seen advertised and heard people talk about, but which you are really not so sure you want anyway.

For many people eternal life holds no attraction because this present life has so little meaning for them.

They are bound up with the business of getting what they think life owes them rather than being interested and thrilled by doing the things that help the lives of others.

Certainly the prolonging of a dull and colorless life into eternity would have very

little attraction for anyone. The coming of Christ is one of the signs that God has in store for us a perfection of life that is far different than what we can expect if we merely think in terms of more of the same that we have now.

Different people in a wide variety of circumstances of life have varied ideas of what they would like to do and how they would like eternity to be.

Our Lord's life and ministry gives us the best clues as to just what eternal life can really mean. I think that we can be sure that it will be something that God will use to the best advantage of the individual and to the best for his own plan.

We tend, I think, to confuse rest for our souls with rest for our weary bodies. Yet I am sure that you have often experienced soul rest even when your body was completely fagged out, and that you have also experienced unrest of the soul when the body and mind were quite rested.

I am not afraid of being tired in eternity; what I am sure of is that the good Lord will have so significant a task for us to do that no matter how tired we may be, our souls and spirits will be at peace. ●●

ARMORED warships were experimented with prior to 1860 with the first sea-going ironclad vessel—La Gloire—developed by France in 1859. The first action between ironclads took place at Hampton Roads, Va., in 1862, between USS Monitor and CSS Virginia (Merrimac).

Eclar ships over, visits Philippines



A RE-ENLISTMENT bonus of over \$800 helped Eddie L. Eclar, TN, S-5 Division, to visit his home in the Philippines.

Stewardsman Eclar shipped over last month for six years

← and received 80 days leave.

Two men recently re-enlisted under CRUDESANT's "RIP" program and were detached from the ship for their new commands at Philadelphia.

Alfredo Vilano, TN, shipped over for six years and was transferred to the reserve training ship U S S HANK (DD-702). He was granted 60 days leave and a bonus over \$900.

Melvin L. Johnston, YN3, went to the USS J. D. BLACKWOOD (DE 219) at Philadelphia's reserve fleet. Johnston shipped for six and received over \$1240 in a re-enlistment bonus.

JAYGEES MAKE LT.

FIVE SPRINGFIELD officers made the selection list for the rank of Lieutenant: Lieutenant (junior grades) T. J. Cotter, S. D. Braddish, P. G. Darrah, G. E. Morrow, and L. H. Smith. Dates of promotion have not been determined.

Gund'ing cont'd

tory, maintenance records, mail control, fuel state, weather forecasts, DR track, daily distance to homeport, personnel-at-a-glance or daily receipt in the ship's store.

Pencilled notations in the margins of publications are always good for bonus points—the result is far in excess of the time spent in preparation. Put down such things as "See also NWIP 83-7, para 1072" or "SECNAVNOTE 5210 refers."

It is best to avoid editorial comments ("This is stupid" or "It won't work") unless you are prepared to back up your criticism with a well-documented study of the matter. And this, obviously, would require some actual work and should therefore be avoided.

SAFETY PRECAUTIONS

Pens are sharp. Ink can stain clothing and some ink takes time to dry.

Eraser dust might bring on bronchial disturbances. Don't smoke in the magazines. Keep calm at all times; don't give in to wild panic when you look up from your work and discover that the inspection will begin in only three hours.

IN CONCLUSION

With careful planning, intelligent selection of materials, and continuing attention to duty, any Navyman can be a good gundecker. It is indeed unfortunate that this vital skill will soon fall victim to the SCRAP drive. But change is inherent in all things; we must accept progress.

One last suggestion: if you want to preserve for posterity a classic example of a check-off list on which you have carefully marked all the items that you had to manufacture for inspection, you may send it, anonymously, if you wish, to Project SCRAP, Naval Inspector General, Navy Department, Washington, D.C.

Scuttlebutt SCOP

CHRISTMAS means many things to each of us, depending on where we happen to be when the season rolls around. For most Americans, it's a time when families get together to exchange gifts, sing Christmas carols, go to church and generally rejoice in the spirit of the holiday.

But many of us in the armed forces will be far from our homes and families on this happiest of holidays. It may not seem much like Christmas to those of us serving at some tropical outpost or on the high seas. We'll miss the snow, holly, mistletoe and gaily-decorated trees.

OUR GIFT

OF

PEACE.

Although we'll be disappointed at the separation from our families and at the lack of some of the traditional holiday trimmings, we will have much for which to rejoice. For us, Christmas will mean overflowing mail sacks, filled with Christmas wishes and gifts from those we love. It will mean the gigantic holiday feast that has become traditional in even the smallest armed forces mess hall.

All these things help bolster our Christmas spirit. But there is one more thing that can do a lot to fill any empty feeling we may have at being far from home at Christmas.

One of the things the folks back home enjoy at Christmas is the feeling of "peace on earth." Those of us serving at military installations around the world are the vanguard of our nation, protecting that feeling and insuring that our families will be able to enjoy peaceful Christmases in the years to come.

If the joy of Christmas is truly in the giving, rather than in the receiving, we should be among the happiest people in the world. Our gift of peace to our countrymen is one of the greatest that can be given. (AFPS)

0 0 0

WE enjoyed this excerpt from "Admiral Richard Wainwright and the United States Fleet" by Captain Damon E. Cummings, USN (Ret.): "The admiral never made a petty remark, nor a questionable one, nor did he indulge in any gossip. He messed alone in his cabin, but occasionally, when a wardroom celebration was going on, he would accept an invitation to join the officers at a meal. At one such occasion there were presents made and given, and homemade jingles recited. One such he sent home for the amusement of his family:

What man in all this stately file

Is most seductive with his smile,

And who can all of us beguile?—The Admiral.

Who listens to complaints that rile,

And knows each subterfuge and wile,

And wears the same old smile the while?—The Admiral.

Whose soul seems wholly free from bile,

Who leaves us nothing to revile,

And teaches us the while to smile?—The Admiral.

Who his division runs erstwhile,

And knows just how to reconcile

Captains that split a half a mile?—The Admiral.

So let us all our cares exile,

This man puts sorrow out of style:

No bile, no guile, who owns that smile?—The Admiral.



SPIT-SHINE shoes, clip Irish pennants, scrub piping, buy a new skivvy shirt and white hat, press your blues.

Finally the morning arrives. On goes the dress canvass and mirror-like shoes that miraculously transforms your walk into robot-like steps.

You fall in at quarters, brushing each other, squaring your hat, checking your pos-

At personnel inspection...

He came, saw, commended

ture, adjusting your neckerchief.

Suddenly: "At-t e n-HUT! Hand Salute! Two." Long, anxious moments. In the corner of your eye you see him coming. Then your eyes shift ahead and he's in front of you.

He looks you up and down. Why did his eyes pause on your white hat?! He moves on to the left. Sigh. Relax. It's all over; you passed another Captain's personnel inspection.

(On Nov. 17, it was early liberty and congratulations from Captain Hildreth for the excellent appearance of each man and each division. B Division, top photo, was particularly commended.)



SEND THE SPRINGFIELD RIFLE HOME

FROM: _____

_____ Division
 USS SPRINGFIELD (CLG 7)
 c/o Fleet Post Office
 New York, New York 09501

**PLACE
 STAMP
 HERE**

TO: _____

