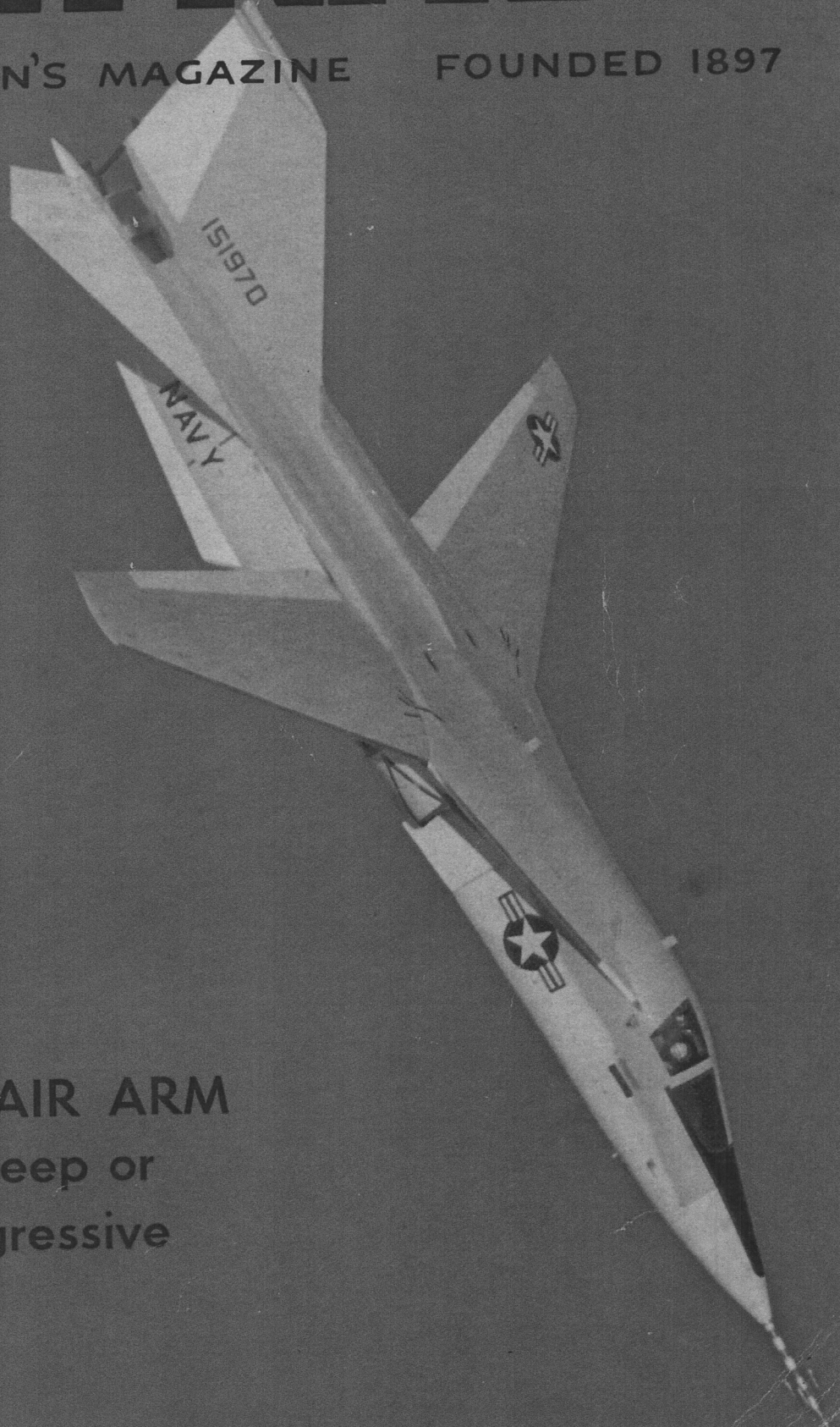


MARCH, 1966

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OUR NAVY

THE NAVYMAN'S MAGAZINE FOUNDED 1897



OUR AIR ARM
Asleep or
Aggressive

Hubert Stevens

Publisher's Letter

Dear Friends:

In the course of my travels with the Navy I have had the opportunity of visiting Naval prisons where I talked with some of the prisoners. It is amazing to hear each man say he was either framed, was in on a bum rap, or was an innocent victim of circumstances. The prison psychiatrists assured me that each was more than guilty and referred to their previous records of offense after offense.

I have also frequently witnessed Captain's Masts and observed the patience of some COs and the understandable absence of consideration of others, while young sailors polished up their lies, or honestly tried to clear their names. This standing in judgment of his men, the punishments and acquittals must be one of the biggest headaches of being a skipper.

Meanwhile, for every officer and enlisted man who causes the "old man" troubles, there must be at least dozens who are never heard from. They go about their jobs efficiently, are never late for assignments, never over-leave, never too bent over from a wild night ashore to function, never get into debt, have had no marital problems, always write home, and never cause a riot in town.

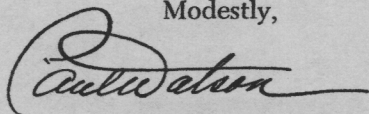
As most skippers are aboard for only a year they never learn the names of the dependable sailors, only the recalcitrants. They must often wish for a "utopia" where his crew functions like a well oiled machine.

A possible breakthrough into this "Shangri La" may be in the offing, for recently Capt. Wiley B. Howell, skipper of the USS BENNINGTOK decided to reward the men in his crew who had never earned a blemish on their records by granting extra liberty. Now the perfect BENNINGTON sailors will get an extra 48 hours per month during the mid-week when everyone else has the duty.

Imagination! Intelligence! Leadership! Yes, Captain Howell has all three. My hat's off to this skipper for a new and better approach to better morale. I hope before the good Captain leaves BENNINGTON that he will be kind enough to forward to me the percentages of disciplinary punishments before and after his perfect innovation.

Sincerely,

Modestly,



OUR NAVY

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OUR NAVY

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Advertising Representatives

Los Angeles, Calif 90019—Aaron D. Viller Assoc.
5311 Venice Blvd.—939-1161

Theodore N. Maher, Editor

Jack Todd, Photo Editor

Robert Welch, Consulting Editor

The Cover

This is the Navy version of the F-111. The variable "sweep" wing aircraft can fly at more than twice the speed of sound. Yet with wings extended it can fly slow enough to land on a carrier.

Photo courtesy Grumman Aircraft Corp., by H. Burns



KEARNEY, QMSA and HACKER, FN with the Battle Efficiency Award.



HENDERSON, GMM2 testing missiles.

Ship of the Month

USS Conyngham

"It is with great pleasure that I nominate USS CONYNGHAM DDG-17 for Our Navy Magazine's "Ship of the Year." CONYNGHAM is an outstanding member of the Cruiser-Destroyer Force, U. S. Atlantic Fleet, and one of which we are particularly proud." This is what E. A. Ruckner, RAdm. USN, had to say about this month's "Ship of the Month."

It was said, of course, for good reason. CONYNGHAM is one of those ships that distinguishes herself over and over again.

Her record is almost unbelievable and the number of Commendations too long to list. In 1964 she won the Battle Efficiency "E" as well as "E" awards for Weapons, Operations, Engineering and Supply.

Her commendations read like something out of a daydream: For outstanding performance . . . for the night rescue . . . for the daytime rescue of a Forrestal airman."

In 1965 the words "Outstanding; material readiness; performance," were repeated again and again. And once more she was awarded the Battle Efficiency award and "Es" in Weapons and Operations.

It is extremely difficult to say what makes a particular ship outstanding, but certainly CONYNGHAM's high state of readiness can be partially attributed to

its education and training program which is divided into several categories.

The first category is divisional and departmental training. This consists largely of technical training in each man's individual specialty with an eye toward practical application. Supplemented by navy courses and on the job training as well as advancement requirements, a large technical knowledge in a particular field can be readily obtained.

This training also includes instruction in such varied subjects as first aid, artificial respiration, code of conduct, safety precautions and leadership.

The next category is that of all hands training. This program includes frequent lectures on health survival, driver safety and such professional subjects as damage control and military appearance.

The next category is that of non-professional advancement. It consists of United States Armed Forces Institute courses and educational testing services to determine educational development and general education, and a selection of courses ranging from elementary to college level material. A battery of exams administered aboard ship is also available, satisfactory completion of which is almost universally regarded as being comparable to a high school diploma. In addi-



Commander G. B. Lindgren, Commanding Officer

tion an individual can, after appropriate preparation, undertake a second battery of exams, completion of which may be converted into as much as 30 semester hours of college credit at recognized colleges and universities.

During 1965 CONYNGHAM men completed over 250 Navy training courses, 50 USAFI courses and received 22 high school equivalence diplomas.

The ship's primary mission is anti air warfare. For this she is equipped with the TARTAR Missile system and 5"/54 caliber automatic guns. She also has strong Anti Submarine Warfare defenses and is equipped with the MARK 44 MOD 1 torpedo and ASROC, (Anti Submarine Rocket) which is capable of delivering either a torpedo or depth charge against high speed nuclear submarines.

Elaborate radar and sonar installations allow CONYNGHAM an excellent detection ability for air, surface and Sub-surface targets. Once detected the ship has the option of various means of attacks. Control of friendly aircraft vectored to the target, tactical anti-air missiles, rapid long-range gun fire, deck launched torpedoes and Anti Submarine rockets are among the many defenses readily available.

Perhaps the most obvious, as well as the primary line of defense is the TARTAR missile system. After detecting a target at long range, fire control radars lock onto the target, a missile is launched and guided to the target which it then destroys. With this highly complicated and highly accurate system CONYNGHAM has won several awards including the force AAW Award.

The guns which are also exceedingly accurate are extremely versatile and may be used for Anti-Air warfare, shore bombardment and conventional surface

warfare. Firing at the rate of some 40 rounds a minute the long range accuracy achieved by the increased gunbarrel length and sophisticated fire control system pays high dividends. These guns may be controlled by either radar or visual means and represent the latest achievements in naval gunnery.

The Weapons Department won the Weapons "E" two years in a row, and in addition won the much coveted Anti-Air Warfare Award for 1965. This award is presented annually to the ship which has attained the highest proficiency in the art of Anti-Air Warfare of all the ships in the Cruiser Destroyer Force, U.S. Atlantic Fleet.

The operations department is another essential part of the CONYNGHAM team. The mission of this department is to plan, schedule and coordinate the operations of the ship. The department provides external communications both electronic and visual; operates the ship's Combat Information Center; and maintains the majority of the ship's electronic equipment.

CONYNGHAM's Communications facilities include quite modern equipment which is found on many of the larger combatant ships in the fleet, providing the ship with information from all sections of the Naval Communications facilities located across the globe.

The Combat Information Center, actually the heart of a fighting ship has the responsibility of collecting, evaluating and disseminating information to the ship's command. Every way possible, from highly sophisticated electronics methods to visual means is used to collect each bit of information available for presentation and evaluation by the CIC Team.

CONYNGHAM's Operations Department has been singularly successful in the accomplishment of these assigned tasks during the past two years. For competitive years 1964 and 1965 it won the Operations Departmental "E" in Destroyer Squadron 26 and through its efforts contributed greatly to the team effort resulting in CONYNGHAM's winning of the coveted Force Anti-Air Warfare Award.

Although every man aboard the ship makes his own
(Continued on page 59)



92 years of naval service and experience takes an afternoon break in the Chiefs Lounge. Left to right: HOKE, SFC, SMITH, SKC, COOK, RDCS, KONRAD, FTC, BLAIR, FTC and WASHBURN, RDC, also PRICE, MMC with hand on chair.

The members of the team who took part in the ice trek in addition to Epler and Kasper were Keith McClure, Chief Aviation Storekeeper; Francis Algeo; Hospital Corpsman First Class; Norman Williard; Aviation Storekeeper First Class; Donald Bradley, Aviation Structural Mechanic First Class; and Kevin McDonald, Disbursing Clerk Second Class.

At a class critique later, the comments ranged from "never again," to "the experience of my career." Everyone agreed, though, that this training, tough as it was, is mandatory to insure the success of the Para-Rescue team's mission.

And thanks to the generosity and experience of the New Zealanders and the determination of the VX-6 men, scientists can scatter over the icy continent with more confidence in their safety.

in the first place but if the Navy feels strongly and determined enough about these matters it can always be accorded a reasonable chance of getting what it wants.

Striking while the Vietnam iron is hot in another direction, it looks very much like the Navy is all set now to make an all-out effort to acquire another nuclear-powered carrier. It is almost certain now that the Navy is going to plug hard for a request that it be allowed to have a sister ship for the ENTERPRISE. Unlike the ENTERPRISE though, OUR NAVY understands, the new proposed carrier would have only two instead of eight reactors but supposedly this would mean no reduction in speed and would make for even better maneuverability.

The Navy also is likely to push for funds for the Poseidon missile, the one that eventually would replace the Polaris as our undersea missile.

And the acquisition of a new, counter-insurgency plane.

Pentagon

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mentum that could carry a lot of these things on to fruition. Of course, where big hunks of money are involved there is another hurdle that has to be overcome and that is acquiring this money

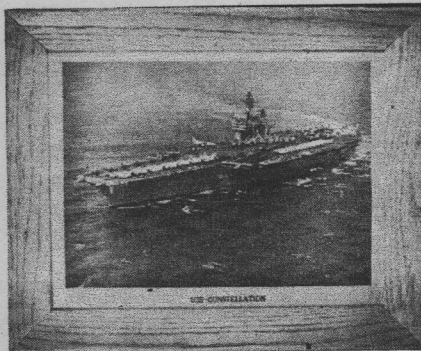
Ship

from page 19

contribution to success, other particular departments that are also worthy of mention.

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OUR NAVY PHOTOS

One Hanson Place
Brooklyn, N.Y. 11217

Were it not for the Engineering department the ship would be just so much scrap metal tied up to a dock.

CONYNGHAM has a modern streamlined Main Propulsion plant designed to give maximum performance yet good economy at cruising speed. At the optimum cruising speed, the ship is capable of steaming across the Atlantic without refueling. The power train delivers up to 70,000 Horsepower to two huge 13½ foot screws which are capable of driving the ship at speeds well in excess of thirty knots.

Auxiliary equipment includes four General Electric turbo-generators capable of producing enough electric power to light a small town, two distilling plants with a combined capacity of 24,000 gallons of fresh and feed water per day, and an air conditioning plant with enough capacity to cool thirty average homes at the height of the summer.

The Engineering Department won the 1964 Departmental "E" and was runner up for the 1965 award with a competitive average greater than 94. In this years competition, it has compiled an average to date of better than 98 and things look promising for bringing the "E" back to the department again.

There is another group of men who are often forgotten in the headlines. But their contribution is also essential. The men in the Supply Department provide parts and supplies to support the battle efficiency of the ship and crew.

Stores division supports the equipment of the ship by supplying repair parts and general usage items to each department of the ship. Approximately eight hundred requisitions are processed monthly, and nearly twenty two thousand line items are stocked in order to fill these requisitions.

The other divisions of supply department support the personnel of the ship. Commissary division provides all meals for the crew, nearly twenty seven thousand meals prepared each month.

Ship's Service division provides laundry service, barber service, and operates a retail store in which the crew can buy anything from necessities such as soap and clothing to luxuries like cameras and record players. Of course the crew must be paid and this is the function of disbursing. Pay days are held every two weeks and an average payroll amounts to over eighteen thousand dollars.

Without supply the ship could not function, and supply department keeps CONYNGHAM "Ready for Sea".

These division and the various other men who support them make the ship a living thing. And, of course, it is

every man aboard who—with the able leadership of the captain, Cdr. George B. Lindgren—assures that CONYNGHAM will continue to be "Outstanding."

Yard

from page 37

son also completed six war patrols aboard the second NARWHAL during World War II.

BuShips

RADM Edward J. Fahy, until recently the Commander of the San Francisco Bay Naval Shipyard, has been named by President Lyndon B. Johnson to head the Bureau of Ships beginning February 1. He relieved RADM William Brockett, who is retiring from the Navy.

As BuShips Chief, Admiral Fahy will be the boss of 10 U.S. naval shipyards and a vast organization of ship repair facilities, experimental stations and research laboratories employing about 100,000 military and civilian personnel.

A native of New York City, the

BuShips Chief graduated from the Naval Academy in 1934 with distinction.

Graduating from Submarine School at New London, Connecticut in 1938, he was assigned duty as Torpedo and Gunnery Officer in the submarine Permit at San Diego and later the Philippines and Tsingtao, China.

During World War II he made war patrols in the Pacific area in the Spearfish, had a year as Commanding Officer of the Plunger in the Pacific and Japanese Empire areas, and a year on the staff of Pacific Submarine Force Commander (VADM Charles A. Lockwood, Jr.) as Tactical, New Development and Electronics Officer.

He emerged from the war with awards of the Legion of Merit, a Navy Unit Citation, and two letters of Commendations with "V" clasp for Valor. He also wears both the Submarine Qualification pin and Submarine Combat pin with three stars for successful war patrols.

Admiral Fahy took command of the Mare Island Naval Shipyard in March 1962, and the San Francisco Bay Naval Shipyard last May, following the merger of the Mare Island and San Francisco Shipyards.

WHAT IT WAS!



Crew of antisubmarine aircraft carrier USS Kearsarge, homeported in Long Beach, Calif., enjoys cake baked by the ship's bake shop to commemorate the 100,000th arrested landing aboard the carrier in her 19-year history. This month's winner came up with an almost perfect answer. He is Daniel Koze, JOC, USN.