



**DEC/JAN
'72**

**VIEW
FROM
THE
BRIDGE**

Since the last issue of PRIVATEER, PROVIDENCE has enjoyed a pleasant Christmas Holiday period and is now moving rapidly into a challenging new year.

All hands have demonstrated an increasing sense of pride both in themselves and their ship. This excellent performance has resulted in effective teamwork as reflected in PROVIDENCE's daily appearance and performance in the operating areas. Our missile performance is now at Fleet average and improving. We lack only three Naval Gunfire Support Exercises to be rated at the highest level of readiness. We expect to attain this goal during the next at-sea period. The Operations Department has been awarded the Operations Excellence Award and Communications earned their second Communications C for excellence. The Engineering Department missed the Engineering E by a very narrow margin. Supporting all hands in an outstanding manner are PROVIDENCE's very fine Medical, Dental, and Supply Organizations. Our Marine Detachment continues to provide outstanding ship's security and is one of the smartest and best looking in the Fleet.

The future months offer opportunity to further advance our readiness with periods of upkeep and maintenance here in San Diego and at-sea periods to sharpen operational teamwork.

This issue of PRIVATEER is about some of the very fine men aboard PROVIDENCE who deserve your appreciation and my admiration for the job they are doing.

Sincerely,



Captain Kenneth G. Haynes
Commanding Officer
USS Providence CLC-8

The PRIVATEER



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on the covers

Commit yourself today to cleaning up America by displaying this ecology flag and by taking an active part in the anti-pollution efforts in your community. The Greek letter on the flag, theta, symbolizes pollution, the green stripes, unspoiled land and the white stripes, pure air. Act now.

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Ecology Underway

During the past few years the public has become increasingly conscious of the fact that this world is becoming infested with toxic gases and undrinkable water. The Navy, as well as the Providence, has become an activist in the fight against these two aspects of pollution.

Since 1965, the Navy has been involved in an extensive test to develop shipboard treatment equipment for the disposal of raw sewage. Currently, two methods are under study. The first is a process whereby solid matter is separated from liquid and the solid is burned while the liquid is treated so that it is bio-degradable and released to the sea. The second method is concerned with the use of holding tanks where the waste could accumulate and then be pumped into disposal systems or into barges for treatment.

Money has been allotted for refitting all currently active ships with onboard sewage treatment systems. New ships will be designed with this system aboard.

The blowing of tubes, a significant factor in the pollution of air and land, will become less of a problem as the Navy is in the process of converting standard fuel oil to a lighter distillate-type fuel. This new fuel is low in sulfur and other ash-forming compounds which create excessive deposits of soot and slag.

Oil slicks have resulted in the death of aquatic and sea coast wildlife, the ruining of beaches, and have caused many anti-Navy feelings. A unique craft, the "Slurper," is now in use by the Navy. This converted landing craft skims the water and deposits the oil in a holding tank while the unpolluted water is returned to the sea. This machine is capable of cleaning up to 5,000 gallons of polluted water per hour.

While the Navy is taking corrective actions to stop pollution of the oceans, the Providence is striving to arrest all pollution contributing activities that exist in her local waters.

The pumping of bilges inport is one such activity. Before bilges are pumped, a check-off list is required to insure that all systems are properly lined up. A phone talker is required in each pumping space and by the "donut" to detect any problems at the earliest possible moment. When inport, bilges are usually pumped into a "donut" which is a 13,000 gallon open bottom container. Oil pumped into this "donut" separates from the water and floats to the top of the "donut" which is pumped out a 75% capacity. If no "donut" is available the bilges can be pumped into two contaminated tanks which have a capacity of 14,000 gallons.

Underway, the "Oil Pollution Act" declares it "illegal to cause petroleum to be discharged upon the high seas or in the territorial waters of any nation while within 50 miles of land unless the discharge of such petroleum products is necessary to avoid human injury or death."

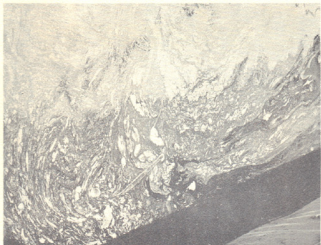
Refueling presents another problem in pollution control. Before any refueling operation is undertaken a careful check is made of all systems involved to insure no leakage. Only qualified individuals are used during refueling operations, which run at a slow and safe rate. As always, during any such activity, look-outs with full communication are posted to detect any problems as soon as possible. Should spillage occur, the Naval Station would aid the Providence in cleaning the spilt fuel by the use of a machine somewhat like the "Slurper."

A major area of concern onboard Providence is the large quantity of detergent which is used in the cleaning of the ship's laundry. Although this detergent is low in phosphate and bio-degradable, the problem of proper disposal still exists. However, officials are attempting to extend the sewage lines of San Diego City which would enable the Providence to dispose of her waste in an ecological manner.

Possibly one of the worst materials, ecologically speaking, is plastic. Since plastic is a relative new creation of man, Nature does not have a bacteria capable of decomposing this material. As a result, styrofoam cups and plastic by-products which are thrown over the side may remain on the bottom of the ocean for scores or even hundreds of years! Sealed polyethylene bags of trash, weighted and dropped over the side while at sea sink into the oxygenless depths where they remain intact indefinitely.

The individual can play a leading role in the fight against pollution by buying reusable bottles and cans, by placing all litter in its respective containers, and by being careful not to dump paints and thinners into water where it can poison and kill.

The Navy, the Providence, and the individual can work together in striving to make this world a cleaner place to live. Each must carry his load in order for this endeavor to succeed. In short, do something about the problem—not be part of it!



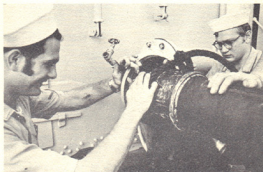
OIL SUCH AS THIS IS A SERIOUS DANGER to plant and animal life. When a harbor becomes polluted from oil spills, fish and other marine life leave the area. Lake Erie is now classified as biologically dead from pollution. A serious problem for communities depending on this lake.

SCOOPERMAN CLEANS HARBOR WATERS. Twice each day, this bright orange-and-yellow painted craft, manned by two sailors, leaves its berth at the San Diego Naval Station waterfront operations department boat pool to patrol the waters around the piers. Its Pelican-like scoop sweeps up hundreds of pounds of floating lumber, bottles and other debris which it later disposes through normal sanitary methods. The craft was built by four waterfront operations men.



DURING ALL OPERATIONS INVOLVING THE TRANSFER OF OIL watches are placed around the ship to check for oil seepage. Should any appear, they are in direct contact with the control board where all transfer operations can be shut down until the leak is found and repaired.

photos by
First Fleet



GREAT CARE MUST BE USED ABOARD ALL NAVY SHIPS during refueling operations to prevent oil spills. The men who handle the operation must be drilled in the correct methods of transferring oil and other supplies.

chaplain's corner

"Let the words of my mouth and the meditation of my heart be acceptable in Thy sight, O GANG, my strength and my redeemer." The strong desire to be accepted by the groups we associate with is dramatized by this substitution of one word in the prayer of the 19th Psalm in the Bible.

To belong - we all want this - no one wants to be the odd ball out in "left field", so we seek approval by some kind of group or set of standards. This choice we make can be one of the most important decisions in our life.

The point I'd like to share is this: The correct word in that Psalm is LORD, instead of GANG. Think of the difference it can make when we seek to make our words and thoughts acceptable in God's sight.

Choose most carefully what person or what is to be the one in whose sight we try to be acceptable.

Ernest M. Reagan Jr.
CDR. E. M. Reagan Jr., CHC
Ship's Chaplain

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A new dimension in bargain hunting was presented to the men of Providence during the at sea period of November 29 - December 2. A wide variety of ship's store merchandise was marked down and placed on sale on the small mess decks. Some of the items that were made available during the sale were stereo components, radios, clocks, watches, cameras, various kinds of the toiletries, small appliances, uniform accessories and Providence and First Fleet items. There were indeed enough items to satisfy both the casual browser and the serious seeker of bargains.

The purpose of the sale was twofold. The presentation of the merchandise on the mess decks provided a greater area in which ship's store stock could be displayed. In addition, the sale afforded the men of Providence an opportunity of accomplish a portion of their Christmas shopping early while avoiding the hassle of crowded department stores.

Gross income from the sale amounted to well over \$8,000; and, consequently, a sizeable increase in the amount of money available to the welfare and recreation fund was realized. LTjg Williams, sales and service officer, was highly pleased with the enthusiastic response to the sale. He stated that it was probable that a sale of a similar nature would be conducted before the end of the fiscal year.

DIVISION OF THE MONTH



THE PRIVATEER, the ship's "at sea" newspaper, plus all other ship's publications, such as the Welcome Aboard brochure, are originated in the Public Affairs Office. Above Michael Ball and Larry Larson analyze material to be published in the Privateer.

IN THE PRINT SHOP, where (from left to right) Paul C. Red Cloud, Ed Milner (now in PAO), Kevin Gallagher and Wayne Anderson work, all ship's printing is done.



EXECUTIVE

This month the Privateer features Executive Division as the ship's division of the month. It is the most paper-worked and diversified division aboard.

The near-50-man division under the direction of Ensign Dave Johnson is responsible for the ship's correspondence, legal affairs, personnel matters, printing, photography, postal services, educational training, career counselling and public relations.

All these people are here but for one purpose: to provide a vital service to you--the crewman.

The Personnel and Captain's offices handle work that is similar in nature. Personnel keeps records of all enlisted personnel aboard and handles any correspondence having to do with their contractual commitments. New ID cards, leave requests, transfers and separations keep these men constantly busy. The Captain's Office serves the same purpose for officers. Additionally, the Captain's Office handles all correspondence addressed to the command.

The Public Affairs Office and Print Shop combine to produce the Privateer and the ship's "at sea" newspaper. PAO also writes press releases for newspaper distribution while the Print Shop also "runs" most of the numerous forms with which you have all had fun. The Photo Lab takes all necessary pictures for the Privateer, ID cards, photos used in news releases, and in areas where the command might feel the need for a photographic record.

The Post Office is probably the biggest morale booster on the ship. In addition to receiving and picking up mail, the ship's Postal Clerks provide all the services found at any U.S. Post Office ashore.

The Education and Training Office insures that your advancement in terms of correspondence courses, and testing are up to date and accomplished on time. They are also responsible for training films and USAFI involvement by crewmembers.

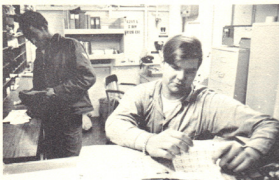
Another part of X division is the Career Counseling Office. Here, each individual can find out about the various benefits and educational training available to navymen.

The Legal Office concerns itself with all legal problems which may arise aboard ship and off. It also provides a legal service for all matters of indebtedness, and in any situation where legal counsel is necessary and desirable.

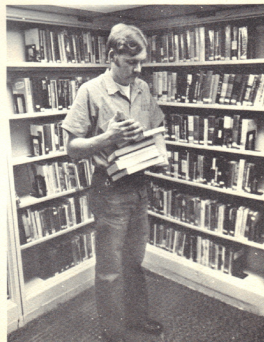
The Chaplain's Office and Crew's Lounge is also the responsibility of X division. Family matters can be discussed with the Chaplain and often times correspondence is necessary. It is done through his office and Yeoman.

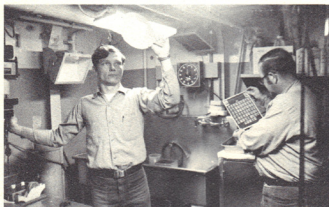
In addition to all this, all the yeoman aboard are permanently assigned to X division and working via TAD in their respective offices.

With these duties and functions ably handled by the numerous offices of X division, the Privateer is proud to honor the men who keep us here...on paper, that is.



CLOCKWISE FROM ABOVE: Edmond York sorts mail in the ship's Post Office while William Truesdell prepares stamps to be sold. Paul Slaughterbeck, Ensign Johnson and Mark Entman prepare for the upcoming fleet wide exam Greg Dalrymple, Ship's Librarian and Chaplain's Assistant, places books in their respective order. CH02 Brumfield, Ship's Administrator; and YN0M Castor, Ship's Secretary; discuss matters concerning the Captain's Office.





COUNTER-CLOCKWISE FROM ABOVE: C. Erickson is the Legal Office Yeoman. Jerry Jones Richard Beharelle, and Chris Crab of the new MTST Office. Joseph Nelson and Harold Terry of the Photo Lab. C. Crump, Richard Motzer and Ronald Rounds at work in the Personnel Office. The Captains Office crew, Jim Wheller, Lawrence Berger, Russ Fink and Jim Phillips.



THE QUEEN MARY

This month's travelog is a one day drive up to Long Beach harbour to visit the historical ocean liner Queen Mary.

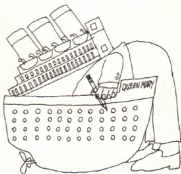
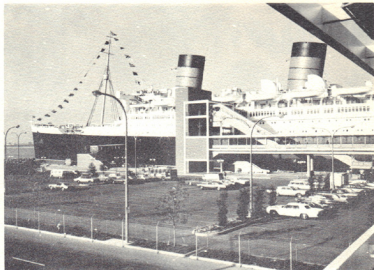
The Queen Mary was one of the famous British Cunard Liners. She was launched in 1934 and was the biggest ship in the world at the time, being 1,019 feet 6 inches long, 118 feet wide and weighing 81,237 tons. The luxury liner had a passenger capacity of 1,957 persons and carried a crew of 1,174.

During World War II Queen Mary was commissioned into the Royal Navy as HMS Queen Mary and was used as a troop transport. Fondly known as the "Gray Ghost", she carried 765,429 military personnel across the Atlantic. She never needed escorting ships, relying on her great speed as her only needed protection against submarines. She also carried Winston Churchill to the U.S. three times for war conferences during this period.

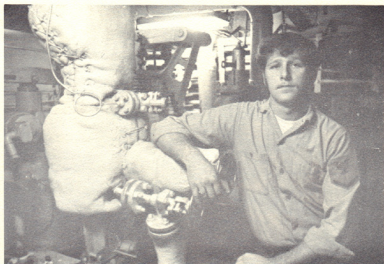
The "Queen" was retired September 19, 1967 after 1001 crossings of the Atlantic. She was turned over to the city of Long Beach on December 11, 1967, to be turned into the floating museum and tourist attraction she is today.

There are two different tours set up aboard the ship. One is the museum, with its history of the Queen Mary and the Cunard Line. This tour also consists of a walk through the massive engineering spaces, going outside the ship's hull to view one of its four propellers and on into the Jacques Cousteau "Living Sea" exhibit. Adult admission for this is \$2.50. The other tour is of the upper decks, the Queen Mary as she was when in service as the world's greatest luxury liner, where you can view a stateroom, an exhibit of what the ship looked like while transporting troops, the officers cabins, and various other maritime displays. This tour is \$1.00 for adults. You can also combine both tours for \$3.25.

The Queen Mary is a historical monument that is well worth seeing, but because of the high admission prices, something you want to see all of the first time through. If you do go visit her, you should allow at least three to four hours for the combined tours. A person could spend one full day in the Jacques Cousteau exhibit alone. If possible avoid the weekend crowds, as the ship board spaces are small at times and large crowds tend to push you through, making it hard to spend as much time as you would like to spend on the various exhibits.



December's Sailor of the Month...



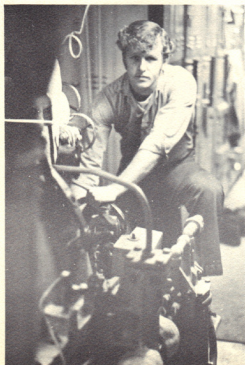
James A. Rable

Presently in charge of the ship's number one and two service generator's, Machinest Mate Third Class James A. Rable was selected, unanimously, as December's Sailor of the Month.

Petty Officer Rable entered the Navy on November 18, 1968. Prior to entering the Navy he attended Pattonville High School in St. Louis, Missouri, where he was a standout athlete in football and basketball. He also attended Machinest trade school as part of his high school education.

Reporting aboard Providence in February 1969, he was assigned to the Engineering department for training in evaporator and ship's service turbo generator's maintenance. As a fireman, he effectively took control of his assigned spaces when supervisors were absent. He has worked and gained experience in both forward and after fireroom generators and evaporators with outstanding results. On March 1, 1971, he was advanced to his present rate and will participate in the February advancement in rate examination.

Jim is the son of Mr. and Mrs. M. W. Rable of Overland Missouri. He and his wife Suesan are currently living in Chula Vista.



MAN OF THE MONTH January

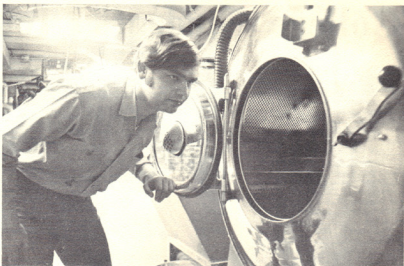
Paul D. Smith

January's Sailor of the Month is Seaman Paul D. Smith, who is presently working in the ship's laundry.

Seaman Smith enlisted in the Navy on February 28, 1969. After completing Recruit training at NTC, Great Lakes, he reported to the USS Coontz (DLG 9) where he served in the Weapons department as a general deck seaman. On April 13, 1971 he was transferred to Providence. Assigned initially to 1st division, he performed assigned duties in a most capable manner and consequently was assigned to the ship's S-3 division in July 1971.

Smith quickly mastered the operation of the washdecks and has been placed in charge of that facet of the laundry. He is presently responsible for the washing and drying of all clothing sent to the laundry.

Paul is the son of Mr. and Mrs. Archie F. Smith of Cleveland, Mississippi.



College Students Tour Prov

With the current involvement of the academic community in International Politics and American Foreign Policy, the Providence was proud to have been host to 25 graduate students from Claremont Men's College. The students were accompanied by Mr. Harold W. Wood, Associate Professor in Political Science, who is the instructor of "Military Power and Diplomacy", the course in which the students are enrolled.

The group was composed of students and military officers from Japan, Saudi Arabia, Thailand, and as well the United States. The tour aboard Providence was intended to give them a feel of the hardware and military technology that can not be conveyed simply through books.

Upon arriving the group was welcomed in the Ward Room by Captain Maynes where they were briefed on the mission of the First Fleet and Providence. They then proceeded on a tour of the Providence and later a harbor tour where they were able to take a quick inventory of the many types of ships which make up the Navy. After



lunch, a seminar was held with Admiral Peet and topics ranging from Z-grams to International Relations and military strategy were discussed.

The tour and seminar were valuable experiences for the group as one showed them the fundamental workings of a man of war while the other offered them practical insight into foreign and domestic matters.

In the future Providence hopes to maintain her favorable relationship with the community by continuing to be of service to groups of this type.

At left, the students are informed of the duties of each man who shares in the navigation of the Providence. The helmsman, quartermaster, and navigator are a few of the positions in which they were briefed.

Below, a briefing of the Terrier missile system is given and the students participated in a question and answer period concerning the weapons system aboard Providence.

In photo below, LCDR Anderson, Assistant Weapons Officer, explains the radar system used in the tracking of enemy aircraft.



