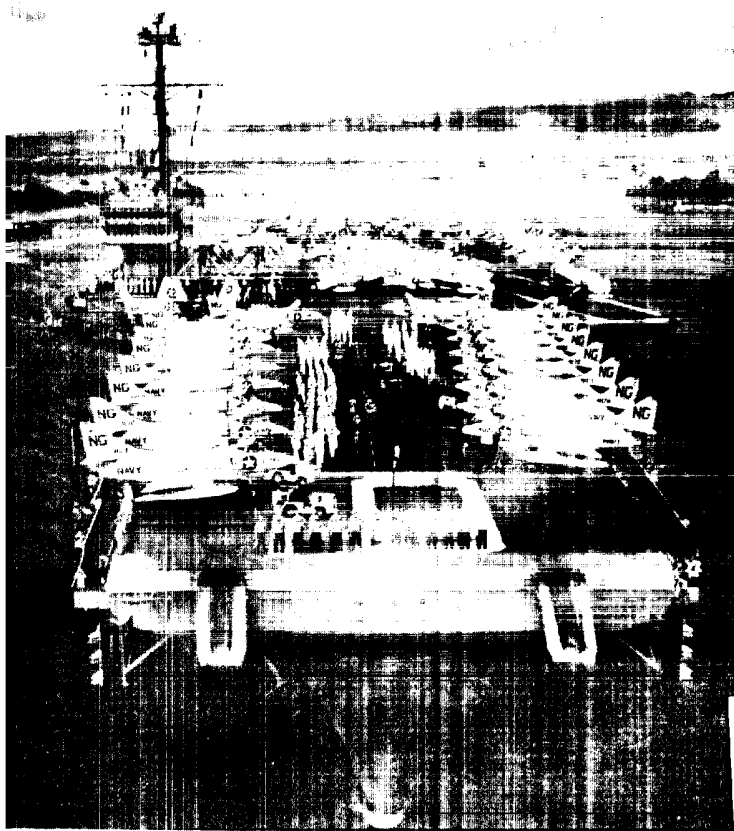


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Pacific Fleet via South America and Cape Horn. She completed her final acceptance trials. Following a three month yard period, RANGER operated off the Virginia Capes until June 1958, when she departed for the first foreign port visited by the new carrier.

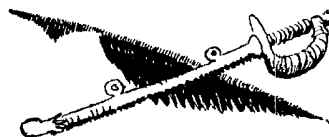
In January 1958, she returned to the Caribbean, where she completed her final acceptance trials. Following a three month yard period, RANGER operated off the Virginia Capes until June 1958, when she departed for the first foreign port visited by the new carrier.

While embarked on her shakedown cruise during November, 1957, RANGER visited the capital of the Dominican Republic, Ciudad Trujillo (now Santo Domingo), and the larger facility vacated by Forrestal. While embarked on her shakedown cruise during November, 1957, RANGER visited the capital of the Dominican Republic, Ciudad Trujillo (now Santo Domingo), and the larger facility vacated by Forrestal.

An unusual event in the construction of RANGER was the fact that it took two dry docks to build the ship. To expedite construction, work was started in a smaller dock, but after four months, when the Forrestal was launched, the partially-completed hull of RANGER was floated into the larger facility vacated by Forrestal.

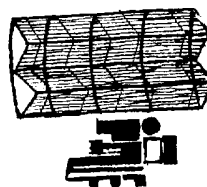
by Mrs. Arthur W. Radford, wife of the former Chairman of the Joint Chiefs of Staff. RANGER was christened on Sept. 29, 1956, sponsored by Mrs. Arthur W. Radford, wife of the former Chairman of the Joint Chiefs of Staff.

The USS RANGER (CV-61), eighth ship to bear that name and the third of the Forrestal-class attack aircraft carriers, was constructed by the Newport News Shipbuilding and Drydock Company, Newport News, Va. RANGER was christened on Sept. 29, 1956, sponsored by Mrs. Arthur W. Radford, wife of the former Chairman of the Joint Chiefs of Staff.



THE EXECUTIVE STAFF

The administration of a ship RANGER's size demands a competent force of men trained to do a variety of jobs. Although not a department technically, the Executive Staff, under the supervision of the Executive Officer, handles all the ship's administrative problems, including personnel and records, the Chaplain's services, the legal office and the Public Information Office. Most of the Executive Staff offices are on the second deck.



OPERATIONS DEPARTMENT

The primary concern of RANGER is to operate. As one of this nation's most vital vehicles of defense, the ship and its men must be ready at all times to immediately assume an operating position anywhere in the world against potential aggression. The Operations Department is the nerve center of RANGER. Its force of approximately 300 officers and men act to provide radar control of the

During her South American cruise, RANGER made goodwill calls in Trinidad, Brazil, Chile, Peru and Mexico, arriving at NAS Alameda, Calif., on August 20, 1958.

While operating out of Alameda during the remainder of 1958, RANGER carried on extensive carrier qualifications for various West Coast squadrons.

On Jan. 3, 1959, RANGER departed NAS Alameda for her first tour of duty with the U.S. Seventh Fleet in the Far East. During this cruise, she visited Pearl Harbor, Yokosuka and Kobe, Japan, Okinawa, Manila and Hong Kong. During this seven month tour of the Orient, RANGER hosted thousands of visitors, including President Carlos Garcia of the Philippines and Prince and Princess Takamatsu and Princess Chichibu of the Japanese Imperial Family.

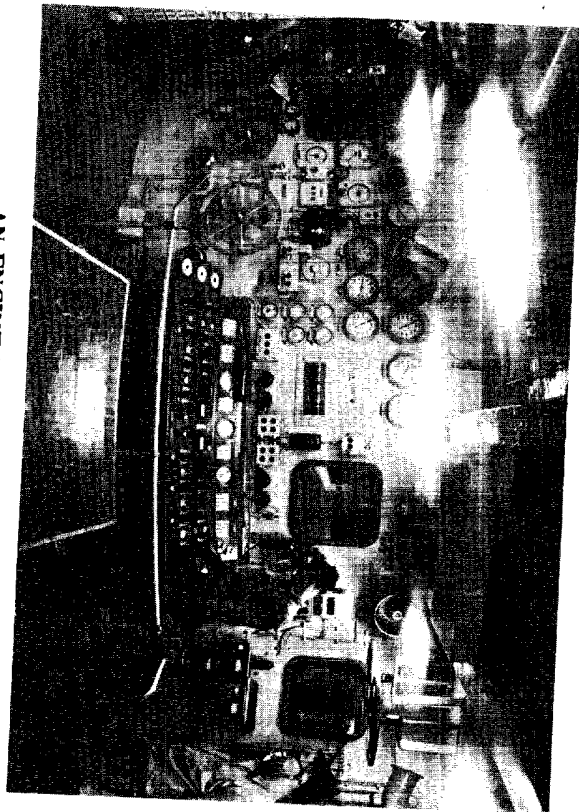
Upon return from the Far East in July 1959, RANGER entered drydock at the San Francisco Naval Shipyard for six weeks of work, followed by five months of extensive air operations off the California coast, part of the ship's readying process for her second WestPac cruise, which began with RANGER's departure from NAS Alameda on February 6, 1960.

With Carrier Air Group Nine embarked, the carrier proved her capabilities as the main offensive and defensive power of the Seventh Fleet during her six month deployment.

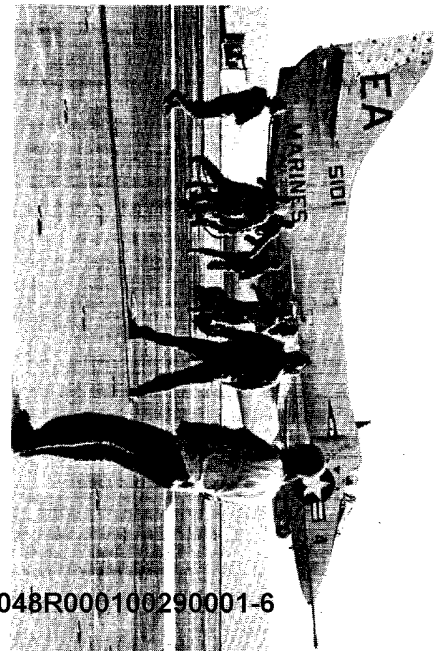
USAF and Navy
review(s) completed.



ORIENTAL FACES SEVEN MONTHS A YEAR



AN ENGINE ROOM PANORAMA



MARINES QUALIFY IN A4D'S ON RANGER

dering of honors at all ceremonies.

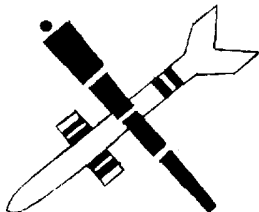
Although this is the smallest department in RANGER, its importance is self-explanatory. The Navigation Officer insures the safety of the ship by accurate knowledge of its exact position, through the use of visual, celestial and electronic navigation. The Quartermaster of the ship aids the Navigator, keeping charts corrected, maintaining the ship's "rough" Deck Log, and performing much of the actual plotting. The Navigator, in addition to his primary duties, is responsible for the training of the Officers of the Deck, and for the proper conducting of honors at all ceremonies.



NAVIGATION DEPARTMENT

ship's airborne craft, maintain radio and visual communications, compile intelligence and aerological information, and prepare flight schedules and operation orders. The Operations Officer is responsible for organizing these tasks into a smoothly coordinated function that will meet operational demands and integrate with functions of other departments to achieve maximum defensive and retaliatory capability.

Consisting of 10 divisions, approximately 650 men Gunner may be divided into two groups, deck and ordnance. These are coordinated and controlled from the Gunner's Office, on the second deck. The Deck Force is composed of four divisions, and is responsible for the

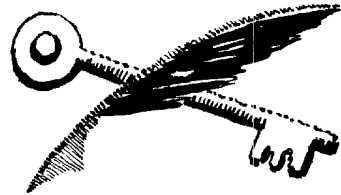


GUNNERY DEPARTMENT

Consisting of five divisions, the Air Department's responsibility is to see that RANGER's Air Group operates at maximum force and efficiency. Each separate division has its own distinct responsibility, either in aircraft handling on the deck, the catapults and arresting gear, fueling, or aircraft services. Helicopters are also maintained by this department for utility purposes and to fly plane guard for pilot rescue from the sea whenever launching or recovering aircraft. The Air Officer coordinates these various activities from Pri Fly, on the O-9 level in the island.



AIR DEPARTMENT



SUPPLY DEPARTMENT

The stores necessary for the creation of 10,500 meals daily plus, as well, the maintenance of airplanes and RANGER itself are truly immense. Supply operates the ship's barber shops, dry cleaning plant, laundry, cobbler shop, smoke shop, bakery, and, of course, among many more, two ice cream plants. Everything from the 35,000 items required to maintain RANGER's aircraft to the 72,000 eggs consumed each month by the crew must be bought, sold, stored, distributed and accurately accounted for. Supply, a major function of any operation, wields its influence from its offices on the second deck.



MEDICAL DEPARTMENT

Equipped to handle any emergency, RANGER's medical facilities are the most modern, with special features designed for the particular requirements of treatment at sea. In effect, "sickbay" is the equivalent of a medium sized hospital. Its spaces include two wards, surgical and medical, two quiet rooms, an isolation ward, a labor-

atory, a pharmacy, X-ray rooms, surgical operating room, diet pantry and examination rooms. All these are located on the second deck, just forward of the Dental spaces.



DENTAL DEPARTMENT

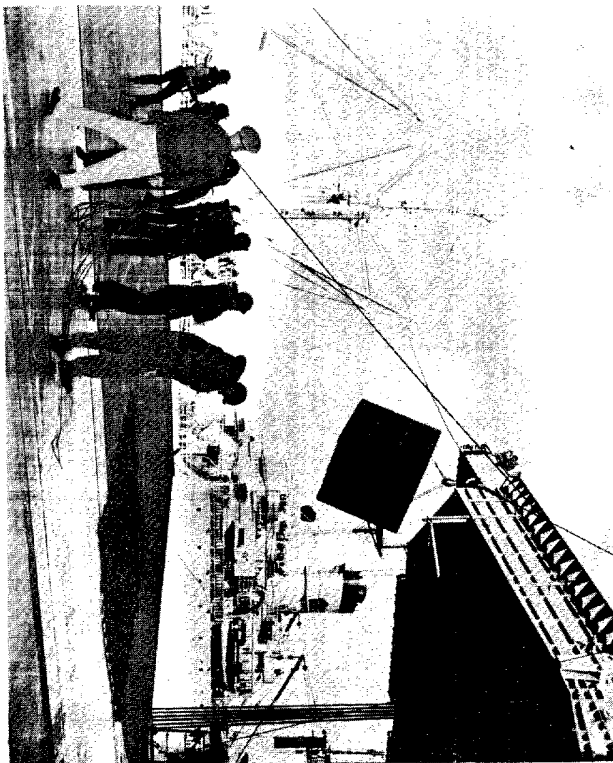
The Dental Department is capable of performing any dental procedure common to the largest shore establishments. Among the various services rendered are oral diagnosis, operative, crown and bridge, oral surgery, full and partial denture prosthesis, periodontics and a thorough teeth-cleaning, if that's all you need.

ALL THAT AND NO CAN OPENER



CONTACT WILL BE CLOSE ABOARD IN FIVE MINUTES

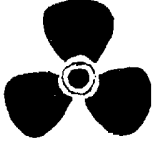
REPLENISHMENT AT SEA



GROUND TACKLE IN RANGER'S CHAPEL

GETTING AROUND

maintenance and operation of the ship's ground tackle (with its 30 ton anchors), the ship's boats, and the ship's replenishment rigs. The ordnance gang consists of the remaining six divisions, and its responsibility is to operate and maintain the armaments and fire control equipment, the guided missile men, the aviation ordnance men and the ship's Marine detachment.



ENGINEERING DEPARTMENT

The four main engine rooms of RANGER, together with auxiliary emergency machinery, demand continual attention. The Engineering Department insures that this attention is precise and that our engine combinations are in perfect condition. Central Control, on the fourth deck level, amidships, is the heart of the engineering plant. From this position, before a variety of dials, status boards and communications equipment, engine operation is carefully monitored. Occupying an area in the after section of Central Control is the Damage Control Station, where all information regarding damage, fire, and flooding is evaluated and corrective action is initiated. Engineering furthermore guarantees that fresh water for all purposes as well as steam for the launching of planes is always available. The Engineering Office is located on second deck.

Finding your way around the ship is not too difficult.. once you know the system used to identify the various spaces.

There are 245 frames in the ship, numbered from bow to stern. The decks of the ship are numbered from the main (hangar) deck downward, 1, 2, 3, etc., and from the hangar deck upward, 01, 02, 03, etc.

Ship compartments are numbered from forward aft. The first group of numbers represents the deck; the second group the frame, and the third the compartment at that frame, numbered from the centerline outboard, even numbers on the port, odd on the starboard.

Thus, compartment 03-127-2-L means:

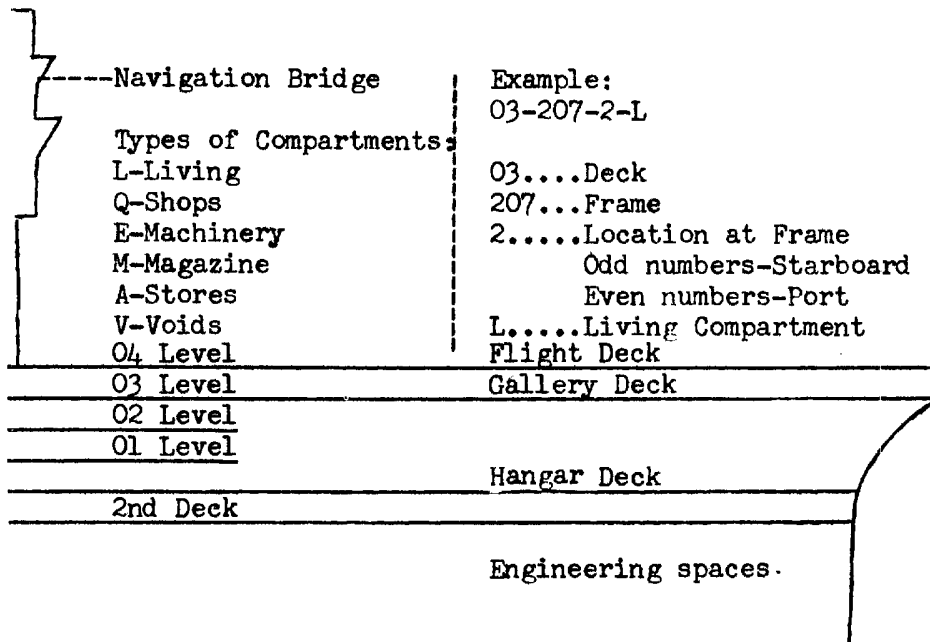
It is on the 03 level, three decks above the hangar deck.

It's located at frame 127, approximately amidships.

It's the first compartment outboard of the port side.

"L" stands for "living compartment".

GETTING AROUND



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REFUELING LINES AT SEA



FAST WITH THAT GAS

WHALE ON THE WAY UP TO THE ROOF



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