

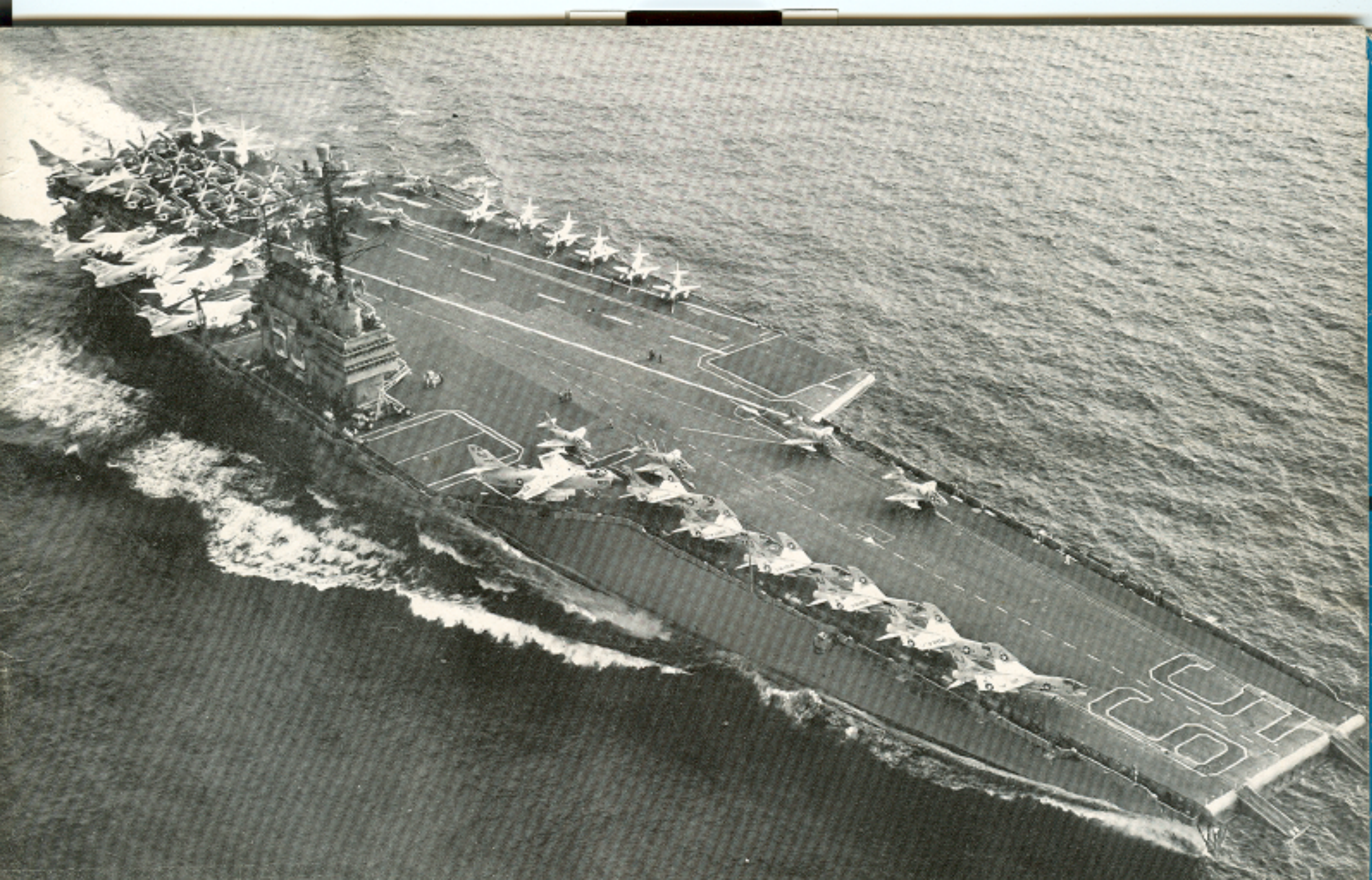
FORRESTAL

CVA-59

USS

Welcome Aboard





**Welcome
Aboard**

The officers and men of USS FORRESTAL (CVA-59) take pleasure in welcoming you aboard.

Diplomacy and military policy seldom have been separated in the minds of Naval planners. President Theodore Roosevelt inaugurated the Navy's two-fold plan: at once encouraging peace and deterring war. And in the present era of continuing Cold War, the Navy does not expect to relinquish that role.

In July, 1955, the largest warship ever built was christened USS FORRESTAL by the widow of the man for whom it was named, the first United States Secretary of Defense, James Vincent Forrestal.

Not only a mighty man-of-war, this ship is also a symbol of Secretary Forrestal's best and most urgent hope—"Power for Peace."

Now, as it was upon its commissioning over six years ago, USS FORRESTAL is an international sign of constructive strength. To quote her namesake, "Peace, without power to enforce it, must remain an empty dream."

FORRESTAL is diplomacy; she is military policy.

We are proud of our ship and the role she plays in preserving world peace. We hope that your visit will prove enjoyable and informative. You are cordially welcomed aboard the leading ship of the nation's "First Team."

FORRESTAL is a Flag Ship

Carrier Division FOUR is one of the three attack carrier divisions in the U. S. Atlantic Fleet. The division consists of one of the Navy's newest attack carriers, USS FORRESTAL, and one of its oldest, USS F. D. ROOSEVELT of the Midway class.

FORRESTAL is the flagship for Commander Carrier Division FOUR.

Each air group in Carrier Division FOUR consists of three attack and two fighter squadrons, including one or more squadrons of A4D jet attack planes, a squadron of AD-6 propeller driven attack aircraft, an all-weather fighter squadron, and a day fighter squadron.

Additional detachments of jet photo aircraft, propeller antisubmarine warfare and airborne early warning aircraft and two helicopters normally supplement the air group.

The attack carriers with escorting destroyers and cruisers form a fast carrier striking force capable of delivering the Navy's conventional and nuclear weapons.



**Rear Admiral Samuel R. Brown, USN
Commander Carrier Division Four**

THE SECOND FLEET

As an operational arm of the Navy, Second Fleet has been delegated many important tasks and responsibilities, including: plans and preparation for the conducting of offensive strike operations for general warfare, offensive operations short of general war as required, development and analysis of new operational principals and techniques, striking fleet training exercises, through which new tactics and doctrines are tested and evaluated.

The Fleet is comprised of a carrier striking force and a variety of sustaining support ships making it possible for the Fleet to operate indefinitely at sea. Amphibious forces and an anti-submarine warfare group operate periodically with the Fleet—thus preparing it for all types of warfare, limited or general, conventional or nuclear.

To carry out this preparation, the Fleet is composed of some 45 ships, about 25,000 men and approximately 200 carrier based aircraft.

THE SIXTH FLEET

The Sixth Fleet is a modern, well-balanced fleet including an attack carrier striking force, an amphibious landing force and a variety of sustaining auxiliary ships which make it possible for the fleet to operate indefinitely at sea without shore bases in the Mediterranean area.

THE FLEETS

The Fleet normally consists of about 50 ships, 25,000 men and about 200 planes. Almost all of these units, with the exception of one combatant ship, the cruiser flagship, and several auxiliaries, is based on the east coast of the United States, and visits foreign ports by invitation only.

Because of the Fleet's ability to sustain itself through underway replenishment, and transfers at sea of other needed supplies, the fleet is a far-ranging, mobile force, giving renewed confidence to our friends and pause to potential enemies.

Useful Information

Meals: Served in Wardrooms 1 and 2 at following times: Breakfast, 0600-0800, Lunch, 1200, Dinner, 1800. Coffee and sandwich mess open in Wardroom 2 after the movie until 2400, at sea.

Ship's Stores: Officer's Store, (2-165-2L,) (just across from Wardroom 2) and Foreign Merchandise Store (02-137-2.) At sea, these are open following hours: 0930-1030, 1130-1430, 1630-1900; in port, 0930-1030, 1130-1500.

Barber Shop: Officer's Barber Shop is located at 03-138-8L. Haircuts by appointment, phone 816, or through your escort.

Library: Located at frame 2-107-1L, the library has 3500 books.

Movies: Shown each evening at 1930 in Wardroom 1 and 2.

Post Office: Mail boxes are located throughout the ship—one outside the Captain's Office (03-79-3) Post Office is located at 01-231-2. The Captain's Office

(Dial 215) or the Administrative Office (Dial 895) will be glad to purchase stamps or money orders for you.

Plan of the Day: A schedule published daily, outlining the routine of the ship for that day, and useful information of all sorts.

Miscellaneous Information:

The smoking lamp is out all times in hangar bays, passageways and on the flight deck, as well as at certain times, when the word will be passed, throughout the ship.

Please stay clear of the flight deck and catwalks during flight operations. Areas on the island structure will be designated for this purpose and your escort can inform you of these.

During drills, it is requested that guests stand clear in one of the wardrooms or their own room.

Restricted areas should be entered only when accompanied by an escort.

Tours and movies will be arranged at your convenience and/or you will be notified of those previously planned. Informa-

tion of any sort may be obtained from the Public Information Office.

ADMINISTRATIVE (EXEC. STAFF) OFFICE	895
AIR DEPARTMENT OFFICE	406
AIR OPERATIONS	446
AIR GROUP OFFICE	543
BARBER SHOP	816
CAPTAINS OFFICE	215
CAPTAINS ORDERLY	218
COMMUNICATIONS DEPT. OFFICE	777
DENTAL DEPARTMENT OFFICE	996
ENGINEERING DEPARTMENT OFFICE	365
EXECUTIVE OFFICER	013
FLAG OFFICE	005
FLAG PLOT	006
GUNNERY DEPARTMENT OFFICE	645
LAUNDRY	991
LIBRARY	689
MEDICAL DEPARTMENT OFFICE	997
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NAVIGATION DEPT. OFFICE	240
OFFICER OF THE DECK (in-port)	201
OFFICER OF THE DECK (at-sea)	222
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POST OFFICE	779
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SUPPLY DEPT. OFFICE	432
WARDROOM No. 1	730
WARDROOM No. 2	741



ORGANIZATION

The ship's company is organized into nine Departments, in turn, subdivided into Divisions, each geared to a specialty contributing to the overall function of the Department. Department Heads report to the Commanding Officer in matters affecting operations or safety, and to the Executive Officer, second in command, on administrative matters.

Executive Staff

This staff renders services common to all departments and coordinates their individual administrative and "housekeeping" efforts.

Operations Department

This department is responsible for the operational employment of the ship and her embarked aircraft, and for providing combat information, intelligence, photographic and meteorological services.

Communications Department

This department maintains constant electronic radio and visual contact with shore based communi-

cations stations, ship's aircraft and with other ships.

Engineering Department

The ship is supplied with steam, electric power, fresh water, heat, air conditioning, refrigeration and telephone service through the diverse activities of this department.

Navigation Department

Responsibility for the safe and effective navigation and piloting of the ship through the use of visual, celestial and electronic means, rests in the hands of Navigation.

Gunnery Department

Gunnery maintains and operates the anchor, ship's boats and refueling rigging in its Deck Group, and is responsible for all ship's armament aircraft weapons and fire control equipment in its Ordnance Group. The Department's Marine Detachment provides internal security and a landing force.

Supply Department

To procure, receive, store, issue and account for material and ser-

vices for the ship and air group is the responsibility of Supply.

Medical Department

In addition to treating patients through the facilities of a medium-sized hospital, the Department administers a preventive medicine program through immunization and sanitation control.

Dental Department

The complete Dental Clinic can handle any dental operation performed ashore, through its modern facilities.

Air Department

This department is responsible for aircraft handling, catapults and arresting gear, fueling or aircraft services.

Air Group

This is a composite department formed by the various squadrons aboard for the duration of their duty aboard FORRESTAL. The airplanes flown by these squadrons are the ship's primary means of offense and defense.

Captain Dick H. Guinn, USN, is Commanding Officer of FORRESTAL. It is difficult to convey to non-seagoing persons the meaning of the responsibility of command at sea. Its full meaning cannot be defined in "capsule" form, but is rather born of the customs and traditions of men of the sea through the ages. To quote from U.S. Navy Regulations: "The responsibility of the commanding officer for his command is absolute. . . . While he may, at his discretion . . . delegate authority to his subordinates for the execution of details, such delegation of authority shall in no way relieve the commanding officer of his continued responsibility for the safety, well-being, and efficiency of his entire command."



Captain Dick H. Guinn, USN

Commanding Officer

Captain Lawrence R. Geis, USN, is Commanding Officer of FORRESTAL. It is difficult to convey to non-seagoing persons the meaning of the responsibility of command at sea. Its full meaning cannot be defined in "capsule" form, but is rather born of the customs and traditions of men of the sea through the ages. To quote from U. S. Navy Regulations: "The responsibility of the commanding officer for his command is absolute. . . . While he may, at his discretion . . . delegate authority to his subordinates for the execution of details, such delegation of authority shall in no way relieve the commanding officer of his continued responsibility for the safety, well-being, and efficiency of his entire command."



Captain Lawrence R. Geis, USN

Commanding Officer

FORRESTAL

The FORRESTAL and her sister ships RANGER, SARATOGA, INDEPENDENCE, KITTY HAWK, CONSTELLATION and Nuclear ENTERPRISE which have since come off the ways, are an essential part of our balanced Naval forces and the heart of the Carrier Task Force.

It is a fully integrated airfield, complete with two runways, hangars and repair shops. It can launch and recover aircraft which ashore need 10,000 foot runways. Such task forces, place in the hands of the statesman, a powerful and flexible instrument with which to persuade and if need be enforce national policy to any degree required.

At present speeds, a Carrier Task Force can strike out 1,000 miles from the carrier covering an area of 3-1/2 million square miles. The Task Force itself can change position many hundreds of miles in one day.

The main joint function for Carrier Task Force is its use in "limited war." Such war requires mobile, flexible and versatile weapons which can be moved rapidly to any spot in the world. In that the Carrier Task Force's weapons range from 20 MM cannon to thermonuclear weapons it can apply the pressure in proper amounts, graduating from lower to higher as the need arises. It is the only force that can do this with complete freedom of movement.

The Carrier Task Force, with its attack planes, protective cover of fighters, its Anti-submarine Warfare screens, and its own logistics train gives us the punch and maneuverability needed to prevent or contain hostile actions throughout the world. The United States has the power now and will need this power in the future.

The first recorded suggestion for a carrier with FORRESTAL's general characteristics came from the late Admiral Mark Mitscher, while serving as Commander of Fast Carrier Task Force in the Pacific during World War II. Basic designs were prepared by the Bureau of Ships, and on July 12, 1951, the Navy announced that the Newport News Shipbuilding and Dry Dock Company had been awarded a contract to build CVA-59.

The ship was launched December 11, 1954, and was christened "The United States Ship FORRESTAL" by Mrs. James Forrestal, wife of the late first Secretary of Defense for whom the ship is named.

After a brief period in the yard in Portsmouth, Va., FORRESTAL put to sea and landed her first airplane, an FJ-3 "Fury" piloted by Commander R. L. Werner, USN, on January 3, 1956.

Other trials took place and January 24 FORRESTAL departed Norfolk for Guantanamo Bay, Cuba, and a ten-week shakedown cruise. Following this cruise, FORRESTAL operated out of Norfolk and Mayport, Fla., qualifying squadrons.

When the Egyptian crisis arose in November, 1956, the ship was called upon to help bolster American strength in the Mediterranean area. That voyage is now remembered as "The Lisbon Cruise."

Returning home for Christmas, FORRESTAL again departed January 28, 1957, for the Mediterranean, scheduled to join the U. S. Sixth Fleet deployed in

HISTORY

that area. By the end of the cruise, July 22, FORRESTAL had steamed over 32,000 miles and visited nine different ports.

Upon her return from the Mediterranean, FORRESTAL added her service to the successful culmination of the NATO exercises held in the North Atlantic during the months of September and October.

In early December, 1957, FORRESTAL went into the Naval Shipyard, Portsmouth, Va., for routine repairs.

During the spring of 1958, she divided her efforts between qualifying squadrons and participating in such fleet exercises as LANTPHIBEX in March.

FORRESTAL was again Mediterranean bound in September, 1958, and returned to Norfolk on March 12, 1959. In July, FORRESTAL left the Norfolk Naval Shipyard for a six-week refresher training cruise in the vicinity of Guantanamo Bay, Cuba. After a series of squadron cruises and a weapons evaluation exercise with units of the United States Air Force, CVA-59 returned to Norfolk. A holiday leave period was enjoyed by the crew prior to FORRESTAL's third

deployment to the Mediterranean in January, 1960.

During this cruise, FORRESTAL won her first Battle Efficiency Pennant ("E") while bolstering the Navy's People-to-People program and visiting seven countries and ten ports.

On September 1, 1960, the ship paid a return visit to the Norfolk Naval Shipyard for major repairs. FORRESTAL departed on September 24, for the first of three refresher and initial pilot carrier landing qualification cruises. On January 9, 1961, FORRESTAL participated in a pre-deployment cruise in preparation for the February 9th departure for the Mediterranean.

In 1961, FORRESTAL not only won a second Battle Efficiency "E" but also made a clean sweep of the

Departmental "E" competition, winning honors in Gunnery, Operations, Air, Engineering and Communications.

On her return from the Mediterranean, FORRESTAL entered the Norfolk Naval Shipyard for repairs and overhaul, and remained there until January, 1962. During the early part of the year she embarked on a training cruise to Guantanamo Bay, and while in the Caribbean area, visited many ports, such as Haiti, and Trinidad.

During an Independence Day visit to New York more than 35,000 visitors came aboard the ship, making this one of the highlights of the year.

On August 3rd, 1962, FORRESTAL again deployed to the Mediterranean for duty with the Sixth Fleet.

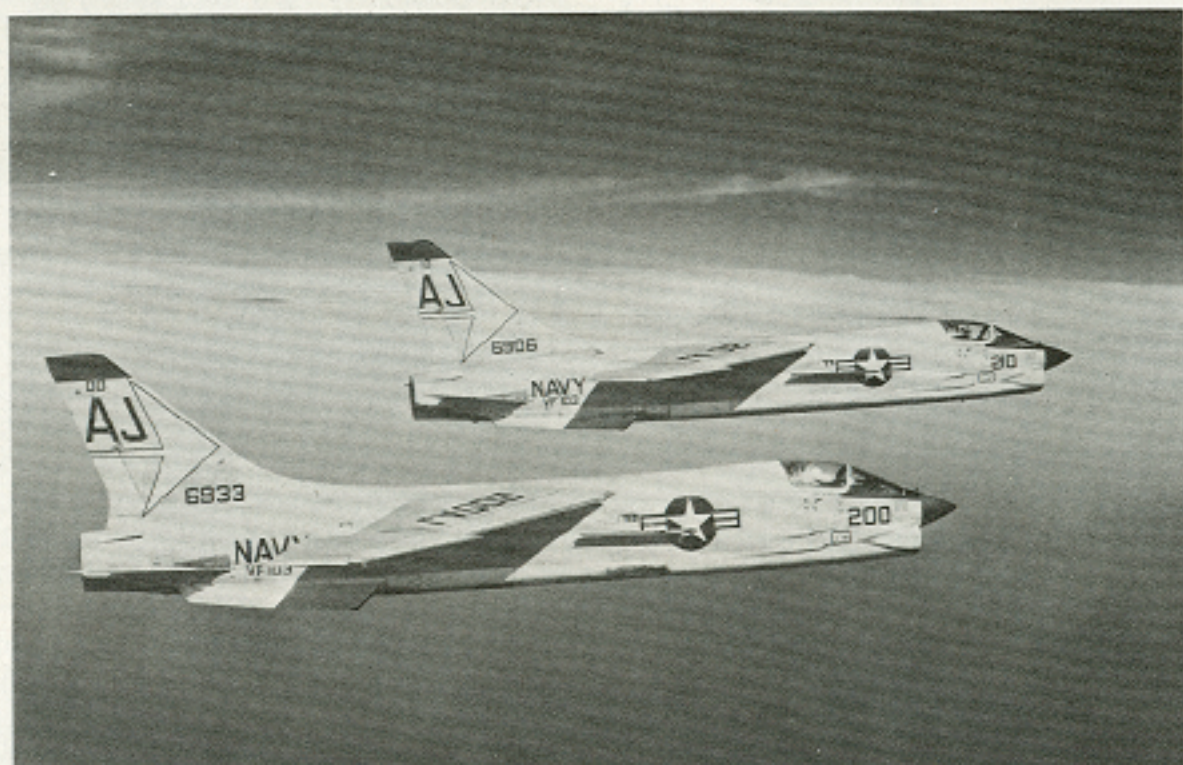
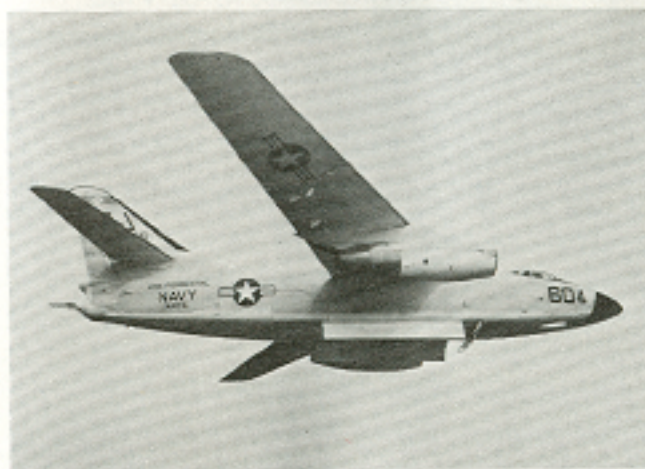
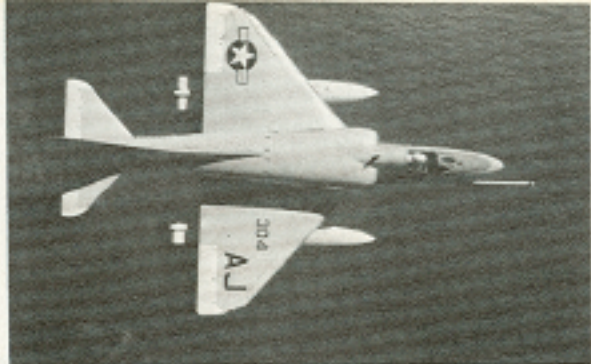
DIVINE WORSHIP

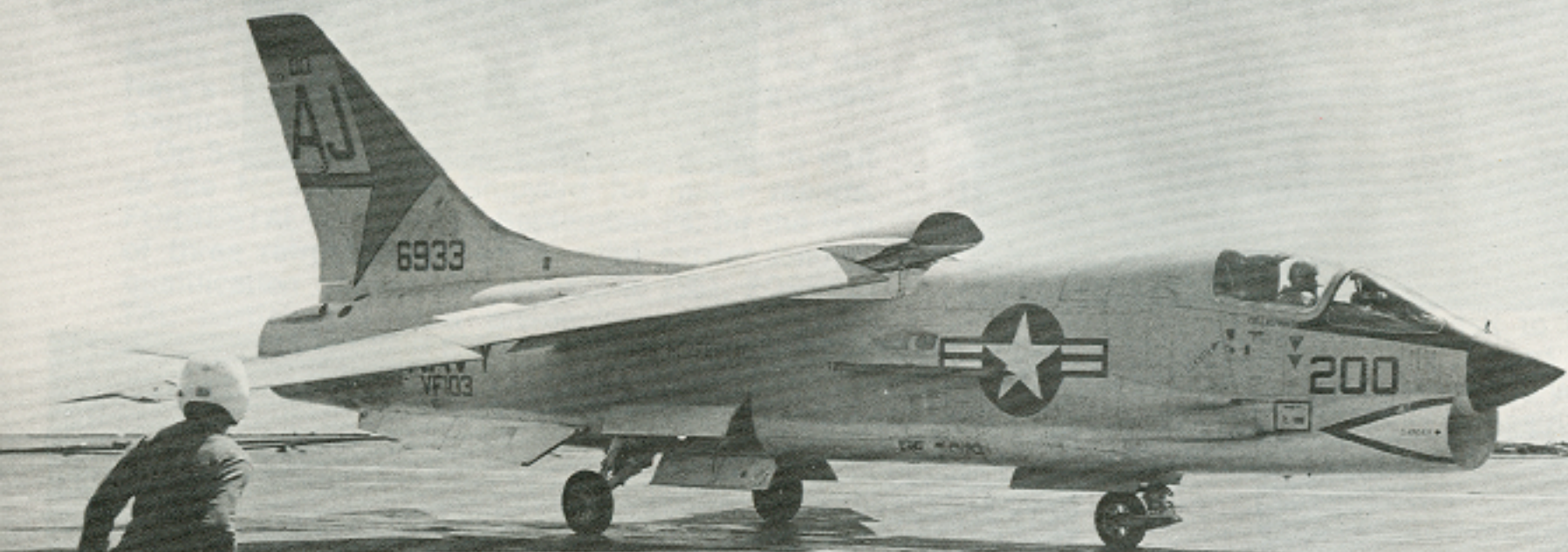
A full scale religious program is available to the men of FORRESTAL. The ship carries a Protestant and a Roman Catholic Chaplain and during in-port periods, a Rabbi may be invited to conduct services and often has been flown to the ship while it is operating at sea.

Daily Protestant devotions are held as well as

Sunday School and Church Services on Sunday. Roman Catholics may celebrate Mass on Sunday, and daily; confessions are heard daily. Jewish personnel enjoy Sabbath Eve worship on Friday nights.

Weekday services are held in the beautiful Memorial Chapel while Sunday services are scheduled in the forecabin.





FORRESTAL's flight deck, which has an overall length of 1,039 feet, and a width of 259 feet, has an angled deck providing not only greater safety and economy of landing operations, but also increased flexibility and speed. In effect, a two runway system is provided since airplanes can be launched from the forward catapults at the same time they are being recovered in the angled deck area.

The old scheme of axial or in-line flight deck necessitated a crash into a barrier if the pilot did not engage an arresting wire. The barrier was necessary to protect planes and personnel on the forward portion of the flight deck. Aboard FORRESTAL, if a pilot fails to engage he merely applies power, takes off from the angled deck and re-enters the landing pattern for another approach.

FORRESTAL's flight deck is also equipped with an optical landing system, the latest development designed to aid pilots in making a correct glide angle approach. It operates essentially by the projection of a light ("the meatball") from a stabilized lens system. The light is angled up in coincidence with the proper angle of approach for the particular plane involved. The pilot, by keeping the meatball centered between a set of reference lights, maintains his airplane on the correct glide path for the landing.

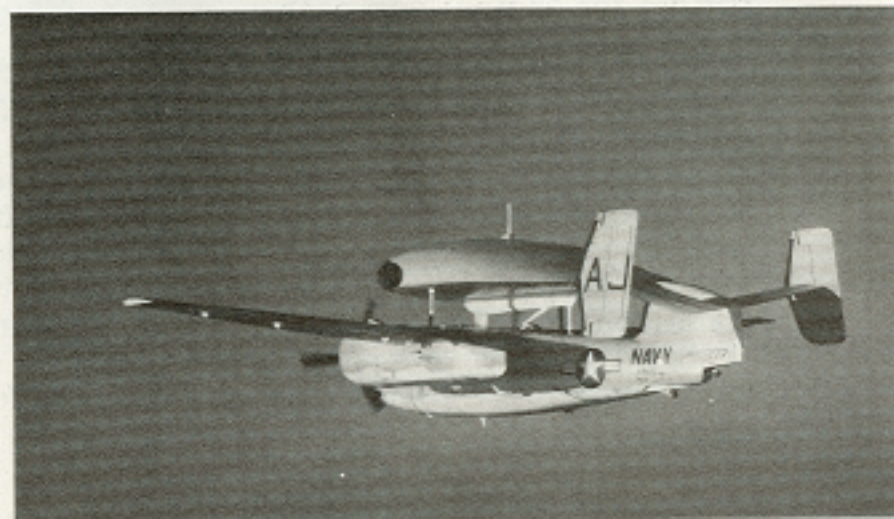
FORRESTAL'S Two Runway System

Four steam catapults on FORRESTAL, each over 200 feet long, are a great improvement over the hydraulic catapults of the past. Steam cats, aside from their greater safety (there are no explosive fluids involved), provide an undiminished thrust along the full length of the catapult and are better adapted to the launching of heavy jet planes, all of which must be catapulted at high speed.

Consisting of four cables strung across the after portion of the flight deck, the arresting gear is the primary means of bringing a landing airplane to a halt. When approaching, the pilot lowers a "tail hook" which will catch one of the cables and bring him to a stop.

Planes that operate from the **FORRESTAL**

F8U-2	Crusader	VF-103
F4H-1	Phantom II	VF-74
A3D-2	Skywarrior	VAH-5
AD-6	Skyraider	VA-85
A4D-2	Skyhawk	VA-83
A4D-2	Skyhawk	VA-81
F8U-1P	Photo	VFP-62
WF-2	Carrier Airborne early warning	VAW-12
AD-5Q	Squadrons	VAW-33





UNITED STATES SHIP
FORRESTAL
CVA - 59

Length	1,039 feet
Width	259 feet
Height	25 Stories
Displacement (Weight)	78,000 tons
Crew (including Air Group)	4,200
Speed	Over 30 Knots
Horsepower	Over 200,000
Propellers (5 Blade)	4
Rudders (45 tons each)	3
Anchors (30 tons each)	2
Compartments and spaces	Over 2,000
Dial Telephones	780
Elevators and Catapults (steam)	4 each
Escalators (4 Story)	2
Meals served daily	19,000
Daily capacity of fresh water	200,000 gallons
Capacity of air conditioning	1,500 tons
Piping	Over 180 miles
Electrical Cable	Over 260 miles

Also 4 General Stores, 3 Barber Shops, 3 Soda Fountains, Clothing Store, Tobacco Shop, Hobby Shop, Cobbler Shop, Bakery, Dry Cleaning Plant, Laundry, Printing Plant, Photo Lab, Chapel, Radio-TV Station and a Library.



