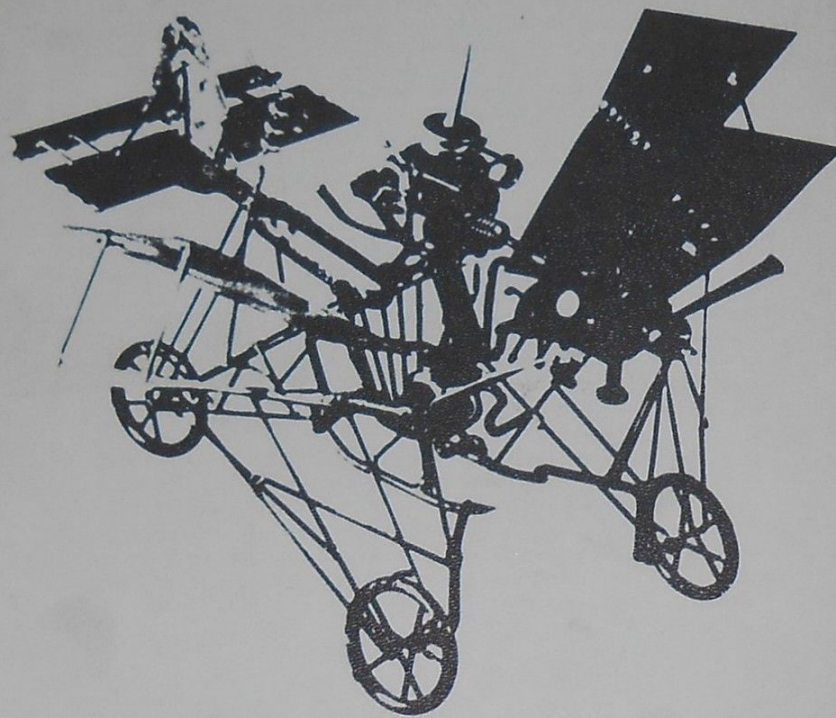


the big



**march - april
1969**



COMMANDING OFFICER
UNITED STATES SHIP TICONDEROGA

As of this writing, TICO is still engaged in the second of our extended operations in WESTPAC. We have been fully tested in the environment of SEVENTH FLEET Operations and we are a seasoned, efficient attack carrier. Though I realize it is not fully apparent to each of you in your daily work, the blending of individual skills and efforts to produce the desired overall result - in other words, the teamwork - which you display everyday would be the envy of any professional football squad. This kind of teamwork, combined with spirit and enthusiasm has traditionally made Ticonderoga a ship of which every Tiger can be proud.

Recent events have given us a fine example of the value to the nation of your daily efforts. In a few short days TICO moved from support of U.S. and Allied forces in the Republic of Vietnam to a readiness for operations of any type in the Sea of Japan. It is our ability to do this which provides the national leadership with a wide range of choice in deciding what actions will best support U.S. interests in any given situation. In this sense our capabilities are of utmost importance to the nation even when they are never used. Indeed it can be said that our greatest contribution to the nation lies in our ability to support the national policies and security without firing a shot.

After long days of waiting the results of the last exams are on board and we have a fine flock of new petty officers. My sincerest congratulations to each of you. Your new rate represents an increase in knowledge, authority, responsibility and pay. It also represents your determination to move ahead. This drive toward achievement is a quality which will serve you well, in the Navy or out, throughout your life.

Keep up the good work, Tigers.

G. E. Fowler Jr.

yankee station





the face of

There are no days out here. Clocks and calendars are merely reminders of another world far away. Time is measured only by the shudder of catapults and the whine-thump of returning jets.

The flight deck becomes the only real clock. Yellow and green arms sweep across its face; their hands mark the passing seconds. A yellow finger points and a howling ten-ton



a different clock

bulk of grey metal follows obediently. A white-helmeted head nods and a gloved hand flashes a quick salute. A green figure, part acrobat, scrambles from beneath the monster's white belly and the upward swing of his arm triggers the downward sweep of a second hand. Far below decks another shudder is felt - another second has passed.

At the other end of the flight deck, the clock more closely resembles an hour glass. The grey monsters pour through the funnel known as the groove like grains of sand. They briefly scream in protest as heavy cables reach up to grab them and then docilely submit once more to directions from their yellow-shirted captors. The minutes roar by on the place called Yankee Station.



TYKO

Tucked neatly inside Ticonderoga's angled flight deck is a small room whose bright yellow door proclaims - TYKO Radio and Television.

It is from inside this small room that the ship's radio station broadcasts music from Strauss to Steppenwolf 24 hours a day at sea, and from which the closed-circuit television station night-lypines eight hours of programs to almost 100 TV sets located around the ship.

Both stations are run by the Public Affairs Office under the direction of ENS Patrick Saxon. JO3 Bruce Garraway is station manager for the radio, and JO3 Tom Jewell handles the television operation. The equipment for both systems was purchased with money from the ship's recreation fund.



In addition to hosting a three-hour request program every afternoon, JO3 Garraway handles the scheduling, news-writing, station upkeep and supervises the eight volunteer disc jockeys who play the records supplied by the Armed Forces Radio and Television Service (AFRTS).

But music is only a part of the programming heard on 40 speaker boxes and 100 TV sets over Channel 13. Five-minute newscasts are given every other hour with news from the wires of the major press services maintained by Communications Department. Shipboard activities, sales in the ship's stores and plans for import periods gain maximum exposure when advertised on radio.

TYKO-TV begins its programming day with live news at 5:30 pm every evening. As JO3 Garraway delivers the news to two cameras in the studio across the passageway, JO3 Jewell mans the controls which determine which picture goes out on the air. When the news is over, he pushes a remote-control button and a training film starts on the station's 16 millimeter film projector.

Next might be the latest Laugh-In recorded by the Public Affairs Office, COMNAVAIRPAC, who supply all of the carriers in the Western Pacific with five

Top Right: Lonn works on TYKO-TV's video tape recorder.

Middle Right: Rob Napier, SN shoots Garraway during live evening news broadcast.

Bottom Right: Jewell punches up a movie on the film chain at the TV control console.

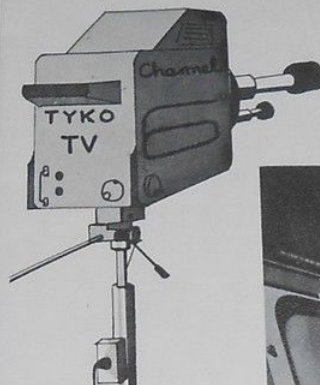
Left: Volunteer disc jockeys Mike Scott, YN2 (left) and Larry Gray, JOSN (right) discuss programming with Garraway at the radio board.

6

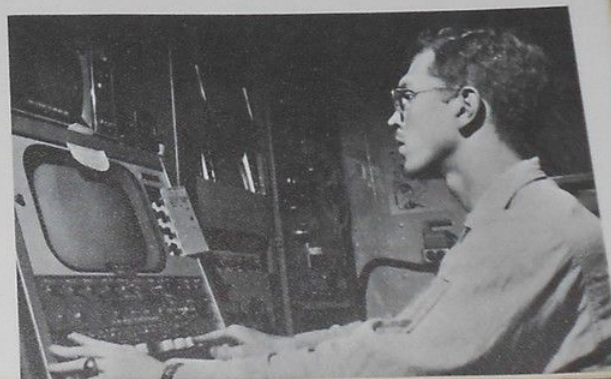
or six hours of network programming weekly. The recordings, shown on one of the station's two video tape recorders, might be followed by a film of The Lucy Show which is part of a 21-hour program package supplied to the carriers on Yankee Station by AFRTS.

Maintenance of the television and radio equipment, valued at more than \$20,000, is done by SN Bob Lonn and ET3 Bob Price. Besides making sure the station equipment runs properly, they are on call at all hours of the day and night to answer trouble calls from sets along the 5,000 feet of cable which comprises the distribution system.

Both stations are constantly being improved and plans are on the drawing board for multi-channel radio and color television in a year or two. But for now, the stations' goals of entertaining, informing and training the crew are being achieved and the results are higher morale and a better informed crew.



7





Hawaii! Mental pictures of rich greenland where the tropical sunrises out of the sea to flood jade-colored mountains in clear morning light.

And it was that. Ticonderoga's last stop in the United States before a long haul away from home was everything her sailors had imagined.

Officially the visit was for Operational Readiness Inspection (ORI). Three days of constant drills and simulated casualties of every imaginable type were graded by observers from Pearl Harbor - the same men who had been aboard our sister carrier Enterprise a month before when a tragic fire swept her flight deck. These men were professionals and they made the test hard, but TICO pulled through with good scores.

Her men, exhausted but satisfied that they had done their jobs well, were ready for liberty, the unofficial reason for visiting Oahu.

Before reaching Pearl Harbor they were given an extra surprise. A film crew from





Twentieth Century-Fox flew aboard by helicopter to shoot some scenes for a forthcoming movie about the bombing of Pearl Harbor in 1941. TICO's sailors crowded onto the flight deck to watch American bombers of World War II vintage dive bomb a target sled pulled by a fleet tug boat.

And then, liberty in Hawaii. The white hats mingled with the tourists and surfers along Kalakua Avenue, the main drag along Waikiki Beach. Sailors put on bathing suits to become pale-skinned, short-haired beachers for a day in an attempt to master the surfboard. They strolled Waikiki absorbing the tropical climate and enjoying the local scenery. They spent their evenings in the International Market Place, a palm-filled cluster of shops and restaurants, buying souvenirs to remind them of their stay.

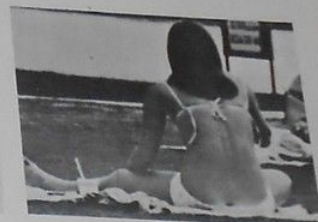
The chaplain's full-day tour of Oahu gave the more interested sailors a chance to see some other sides of life in Hawaii. A drive through pineapple and sugar cane fields showed that Hawaii is not all beaches and ocean.

A stop at the Polynesian Cultural Center showed a col-



lection of mock-up villages representative of some of the other island cultures in the Polynesian archipelago. The villages are populated by men and women from the islands they represent - New Zealand, Tahiti, Fiji, Samoa, and of course Hawaii.

The tour then made its way down the eastern side of the island, skirting innumerable little scalloped beaches that barely cling to the bases of mountains that remind us that beneath all the lush greenery lies a dormant volcano whose lava flows built the island centuries ago.



Some of TICO's more independent explorers headed out on their own in rented cars and jeeps to more secluded areas in the mountains or along the sea for some relatively civilization-free picture taking and relaxing.

But for all, the island of Oahu was a completely different part of the United States. No where else in the States do the palm trees grow out of lava in the spray of seas crashing into the shore after thousands of miles of unchallenged rolling across the Pacific. Hawaii will long be remembered by the men who visited it on their way west with Ticonderoga.



accept the person

No human being can treat another human being as if he is a thing
without destroying the finest possibilities of human nature
both in himself and in the other.

In treating him,

there must be on my part a complete absence of exploitation.

I want him to grow and unfold in his own way
and not for the purpose of serving me.

I love him as he is and not as I need him to be.

I listen to him.

I care for him.

I enter into his world of meaning,

accepting it as the unique, personal world of another person.

By listening to him and caring for him and entering into his unique world,

I in effect say, "You are worth something to me."

I do not have to agree with him,

or approve of him

or accept as my own his feelings, his decisions or his values.

I am only accepting the person himself

and his freedom to be himself

and to choose his response to life.

- Lt j.m. doyle, chc

the whimsical world of mike collins

"Whimsical People" are what PN3 Mike Collins of the ship's personnel office calls his creations. The foot-high sculptures are acetylene and arc welded "haphazardly from whatever I find lying around the house."

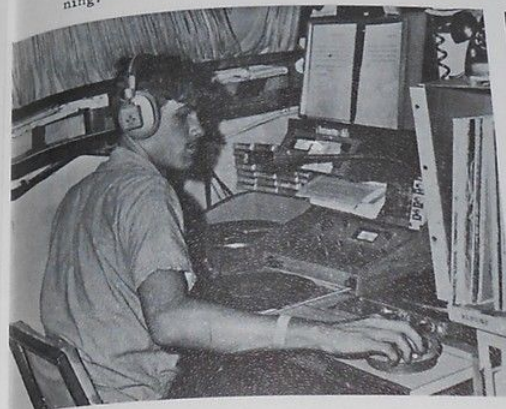
Collins started building the intricate wire and nuts and bolts figures in September, 1968. He is now working in his spare Stateside time as an apprentice to metal smith John Duffy of Los Angeles. Duffy has been an art instructor at Arizona State University.

"Snoopy" (this month's front cover) took me about two and a half hours to construct," Collins said. "Motorcycle Ride Down North Beach" took only about two hours."

When Ticonderoga is at sea, Collins is one of eight volunteer disc jockeys on TYKO Radio. His show, "TICO Underground," is on for two hours of every evening.



'Motorcycle Ride Down North Beach'



Collins at the TYKO Radio console during 'TICO Underground.'



A mess cook demonstrates a removable panel.

A crew member prepares to enjoy breakfast in the redecorated messing area.



decor

When Ticonderoga was in the yards, most of the work done was to improve her fighting capabilities. Much of the crew thought that habitability had been forgotten. But a look at the general mess or Ready Room #1 showed them that much labor had gone in to making some of TICO's spaces a lot more pleasant to live and work in.

Two firms specializing in interior decoration of ships were called in to effect the changes in the mess decks. They determined the motif of the \$13,000 remodeling job. In the ready room, however, the designing was accomplished locally by LTJG John Laughter, an F8 Crusader pilot; the cost was only \$200.

After installing simulated wood paneling throughout the mess decks, the interior decorators left the ship's messmen to continue the work. In Ready One, which is used by the F8 pilots of Fighter Squadron 111 and Light Photographic Squadron 63, all the installation and renovation was done by the enlisted men of VF-111.

In the rush to get the general mess' refurbishment completed before TICO departed the States, both seamen and chiefs could be seen down on their hands and knees laying new deck tile. Mess cooks installed the false ceiling.

An interesting feature of the mess decks' remodeling is the panelling on the bulkheads and overhead. Any individual section of the false wall can be removed in a couple of seconds to allow access to the myriad pipes, valves, ducts and electrical fittings concealed behind the pleasing facade. If unrestricted access is required, the entire ceiling or all the walls can be removed in a few seconds.

There are many less noticeable improvements, also. Photographs and paintings now liven up the panelled walls. On

the mess decks there are new juice dispensing machines to improve the speed of service to hungry sailors. There are heat lamps on the serving lines and new ice-cream making facilities.

Also on the mess decks there is now an area set aside as a first class petty officers' lounge. These men can go to the lounge and relax with always available doughnuts and hot coffee.

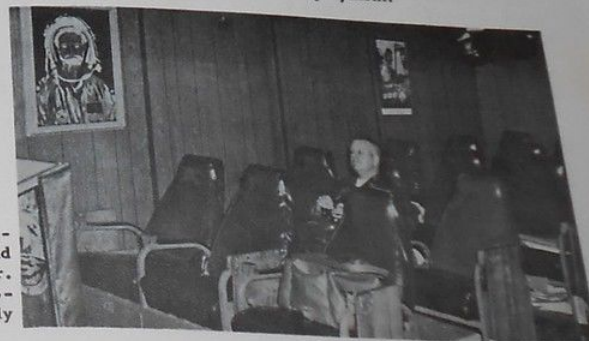
Ready One, as are the other ready rooms on the ship, is used as a briefing and debriefing area for pilots. The 17 fighter pilots of VF-111 spend much of their day waiting and planning for their missions. After the missions are flown, they return to the ready room and tell the details of their flights - the wheres and the whats of the flights.

The general mess must feed all of the ship's and air wing's enlisted personnel. The mess crew serves about 10,000 meals a day to hard working men. For this reason food quality has become an important concern to LTJG Charles Berger, TICO's Food Service Officer. He has received many favorable comments on the new decor, and in an effort to get the same for the meals, a Menu Board has been estab-



lished. The board consists of LTJG Berger and the Commissary Chiefs. They review all the planned meals and attempt to remove features that have proven undesirable.

It is obvious from the effort put forth in the general mess and in Ready One that the comfort factor had not been forgotten when TICO was back in the yards and preparing for deployment.



Above Right: VF-111 personnel around the new coffee bar.
Right: LCDR Donovan relaxes in Ready One.



a thumbnail sketch

To answer numerous questions put before the Career Information Office about the "Hubbell Pay Plan," let us this month thumbnail sketch the plan for basic information to keep Ticonderoga sailors informed, and deepsix any scuttlebutt.

To start with, the "Hubbell Pay Plan" is only a proposed plan arrived at in the first of a series of reports produced by an All-Service Department of Defense Study Group headed by Rear Admiral Hubbell.

Final action on this proposed pay plan is not expected before July 1, 1969, at the earliest! The July 1, 1969 pay raise which is already planned would be incorporated as a part of the total "Hubbell Pay Plan" if it were to be approved and implemented at that time.

The basic objective of the plan is to reduce the major problem in the career military force - the continuing deficit in the manpower of the 8 to 14-years-of-service group. Compensation was identified as a major cause of this problem.

Another problem the study group had to tackle was that military pay is complex and confusing. This is not surprising when you consider that there are 26 separate elements for figuring military pay. By survey, officer and enlisted personnel who have completed one initial tour in the military service underestimated military earnings, throughout a career, by 10% to 40%.

Compounding the complexities of the survey is the known fact that military salaries do not now reward equitably. Only 60¢ out of the military salary dollar is related to services performed. The remainder is determined by dependency status, whether the member is provided his allowances in kind, or draws them in cash, and whether he stays to collect his retirement.

At present there is no method of comparing or adjusting military compensation objectively in relation to trends in civilian earnings. To overcome this, the major recommendation is to divide the military into two categories - career and non-career.

Fair compensation for non-career members would be established at rates that would ensure a residual income not less than that received by the minimum wage earnings of the average single male high school graduate who is fully employed. The present system of providing dependents' assistance would continue to be afforded the married member of the force.

Career members would be paid a gross salary high enough to motivate them to making the service a career. This would be accomplished by paying the careerist a fully taxable income. He would then pay his full taxes, and pay for his housing furnished by the government, except for housing furnished when he is in the field or aboard ship. The members of the career category would then make a contribution to their own retirement system which would belong to them and be returned to them with interest if they should decide to leave the service prior to retirement eligibility.

Carrer personnel are defined as:

- A. All personnel in pay grade E-6 and above.

of the hubbell pay plan

- smc f.e. berwick

- B. E-4 and E-5 personnel with over 4 years of service for pay purposes.
- C. E-4 and E-5 personnel with between 2 and 4 years of service for pay purposes and 6 years active duty obligation.
- D. All warrant officers.
- E. All commissioned officers.

Non-Career personnel are defined as:

- A. All personnel in pay grades E-1, E-2 and E-3.
- B. All E-4 and E-5 personnel with under two years of service.
- C. All E-4 and E-5 personnel with 2 to 4 years of service but less than 6 years active duty obligation.

Passage of the Hubbell proposal, or a form thereof, for the military would move the military to parity with the Civil Service as well as civilian salary levels. This move to comparable salaries will enable the career member of the military force to directly compare his pay with that offered for similar work in civilian life, and should result in a higher increased motivation toward a Navy career.

Whether or not the "Hubbell Pay Plan" is passed in its entirety, a form of this plan is almost assured to the end result of an entire volunteer military force.

tiger trophy

-a new incentive



A new incentive is here for TICO junior officers. Ling, Temco, Vought Aerospace Corporation has given Ticonderoga an antique bronze tiger, TICO's mascot of leadership and fighting spirit. The foot-high perpetual trophy will be awarded to the junior officer of TICO and her embarked air wing who has most displayed outstanding qualities of junior officer leadership. The honor will be given at the end of each year or overseas deployment.

LTV presented the trophy because of TICO's predominantly LTV Carrier Air Wing 16. Two squadrons and one detachment of F8 Crusaders and two squadrons of A7 Corsair II's make up four fifths of CVW-16.

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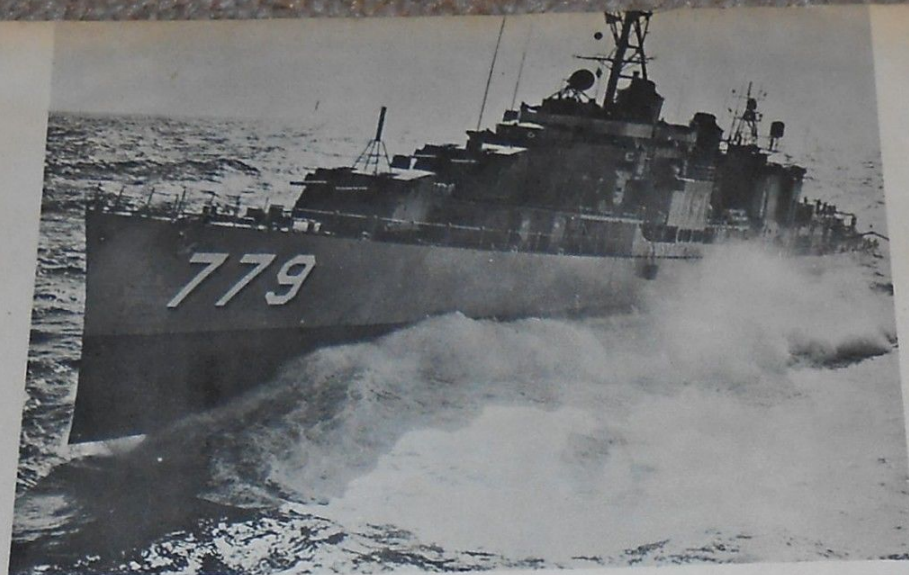
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