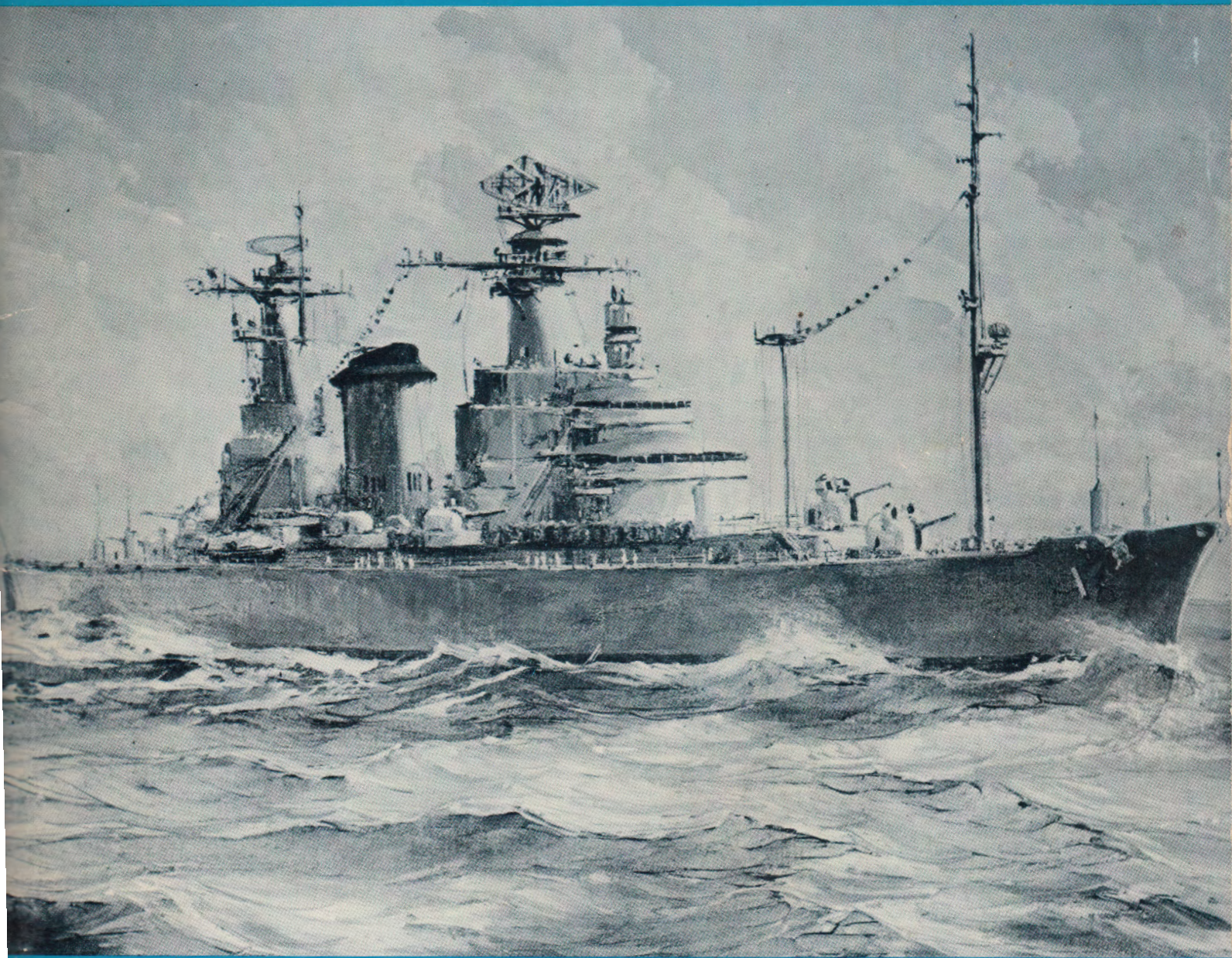


# USS NORTHAMPTON CLC-1



**LANTFLEX 1-58**

**JUNE**

**AUGUST**





## DEDICATED TO THE NAVYMAN

THESE HAVE NOT DIED IN VAIN, WHO GO BEFORE US.  
THEY SLEEP THE SLEEP OF PEACE.  
THEY SILENTLY STAND WATCH WHEREVER SHIPS  
OF THE NAVY PLY THE WATERS OF  
THE GLOBE.





**VICE ADMIRAL BERNARD L. AUSTIN, USN**

**Commander Second Fleet**

**Commander Striking Fleet Atlantic**





COMMANDER SECOND FLEET  
5 August 1958

To: Captain Bryan,

I am happy to have this opportunity to express, to you and all of the Northampton team, my appreciation for the courtesies and kindness shown me and my Staff. There are a number of reasons why I am proud to fly my flag in the Northampton. I shall not attempt to name them all, but among them are these:

- (1) The superior performance of all hands when we had three hundred American Ordnance Association guests aboard underway off Mayport in May;
- (2) The outstanding manner in which the Midshipmen were integrated into the Ship's Organization during our Summer Cruise;
- (3) The genuine hospitality which was extended to our Secretary of the Navy's guests;
- (4) The laudable conduct of all hands in the ports visited on our European cruise;
- (5) The spirit of helpfulness to other ships and the unstinting efforts to always be good ambassadors in foreign ports.

But I think, of all these and the many other reasons, the most important one is the look in your faces which tells me you are my shipmates and the Northampton is a happy ship. Keep her so.

With personal regards and very best wishes to each and all,

Sincerely,

B. L. AUSTIN  
VICE ADMIRAL  
U. S. Navy

Captain L. A. Bryan, USN  
Commanding  
USS NORTHAMPTON (CLC-1)  
Fleet Post Office  
New York, N. Y.



Captain  
D. F. Smith Jr., USN



Center  
Captain C. B. Brooks Jr., USN  
Chief of Staff

Captain  
M. B. Freeman, USN



Captain  
J. P. Craft Jr., USN



Captain  
W. P. Watts  
(SC) USN



Captain  
P. K. Blesh,



**STAFF DEPARTMENT HEADS**



# SECOND FLEET

The Second Fleet, commanded since May, 1958 by Vice Admiral Bernard L. Austin, USN, was organized as the Eighth and Second Task Fleet in December 1945 by the Chief of Naval Operations. During the past twelve years the Second Fleet Staff, known also by its NATO "HAT" as the Striking Fleet Atlantic, has been based on board various flag ships and in its temporary headquarters ashore.

In August 1957, Commander Second Fleet, then VADM. R.B. Pirie, USN, shifted his flag to USS NORTHAMPTON as permanent flagship.



Awaiting the last arrival

With regard to second fleet we remember the many flight quarters, and the conferences held by the staff . . . .



A break during a busy conference



Happy landing



. . . . And the almost endless procession of dignitaries, boat gongs and receptions.



Ambassador Val Peterson arrives aboard the USS NORTHAMPTON in Copenhagen.



VADM Jose Geirreiro De Brito, Portuguese Navy, departs after a visit.



Ambassador Peterson meets some of NORTHAMPTON's Midshipmen and Sailors.

Second Fleet party at Hamburg.





Mostly, however, we remember all the . . .



ASWEX, ADEX, RAIDEX, & SOMINEX . . .



Have ship  
will travel



Moving . . .



Reams of paper . . .



More moving . . .

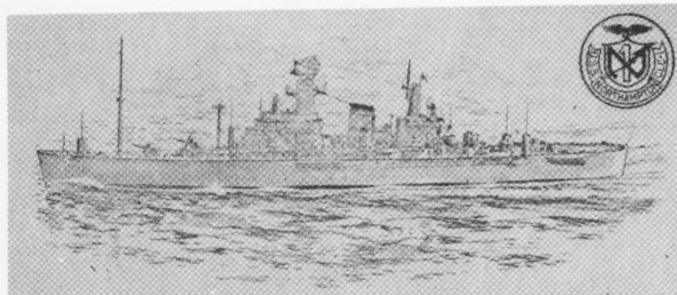


And the only French Horn in the fleet.



**CAPTAIN LOUIS A. BRYAN, USN**  
**Commanding Officer U. S. S. Northampton (CLC-1)**





U. S. S. NORTHAMPTON CLC-1

Summer 1958

To: ALL HANDS

For the first time in many years Commander SECOND Fleet in his Flagship, the NORTHAMPTON, led a Fleet-in-being through its paces for a two month, 13,000 mile, summer training cruise to the Eastern and Northern Atlantic. The cruise, LANTFLEX 1-58, was series of inter-related exercises designed to enhance the readiness of the Fleet in air defense, ASW, defense against surface raiders, ECM, replenishment at sea, and in operating with our NATO allies. Units of the Fleet visited various liberty ports in Eastern and Northern Europe and Scandinavia. Our ports were Lisbon, Copenhagen, and Hamburg - all very interesting, educational and entertaining.

An unusual feature of the cruise was the embarkation and intergration of the Naval Academy and NROTC midshipmen in all of the combatant ships. In contrast to previous annual Middle Cruise's, the Middies this summer were assigned to vacant ships' billets and required to perform operationally as members of the ships' crew. This they did admirably. Each of the heavy ships also had a sizeable group of prominent civilians on board as guests of the Secretary of the Navy. The NORTN's guests proved to be most friendly, interested and salty shipmates.

Who will forget the vivid and memorable incidents that heightened our awareness of the tensions throughout the world? The arrogance and total lack of sea manners of the Soviet merchantman off Lisbon, the Red fishing trawlers and minelayer in the Skagerrak. And the alert when our Amphibious Forces landed the Marines in the Lebanon. Also the difficulties of transitting the swept channel in the Kattegat in the rain, and anxious moments in going up the Elbe River in a dense fog will long be remembered. Much more pleasant memories, however, were the People-to-People programs, our sailors in the bull ring at Lisbon, Tivoli Gardens, the thousands of friendly Danes crowding LANGE LINE DOCK, Carlsberg Brewery, the Reeperbahn, and a host of others.

It has been a privilege to command the Fleet Flagship this summer while participating in such a busy schedule, and to witness the seriousness with which the crew, the Midshipmen, and guests tackled each day's events. As we near our home port and the end of the summer's work, I can truthfully say we have accomplished our mission - "To achieve maximum readiness and immediate combat effectiveness of the greatest Navy afloat". This has been largely attained through the magnificent efforts of all on board, to whom I am proud to say "Well Done".

Sincerely

L. A. Bryan  
Captain U. S. Navy  
Commanding Officer





CDR V.P. Healey USN  
Executive Officer til 24 July '58

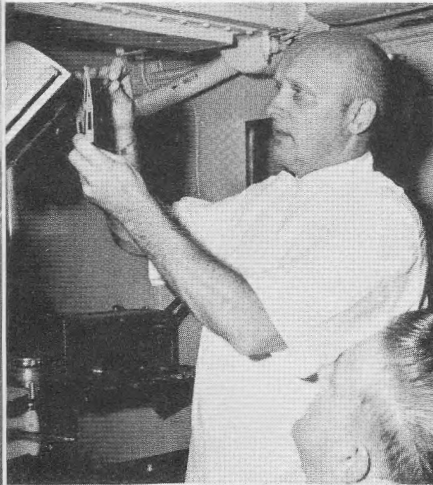
P  
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CDR E.A. Sandor USN  
Executive Officer - present



CDR V.A.C. Maslow (DC) USN  
Dental Officer



CDR B.H. Brittin USN  
Operations Officer



LCDR C. R. Hunt USN  
Gunnery Officer



LCDR S. R. Simpson (SC) USN  
Supply Officer



LCDR A.J. Thomas USN  
Chief Engineer

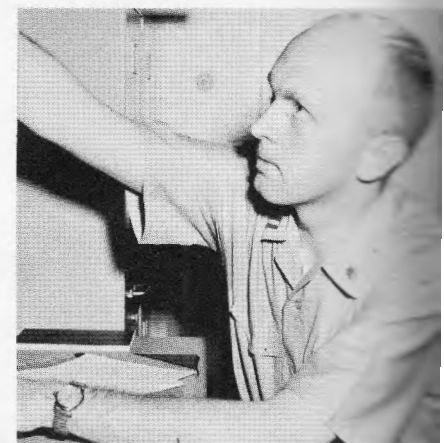


LCDR C.H. Elliott (CHC) USN  
Chaplain



LCDR M.B. Arthur, II USN  
Navigator

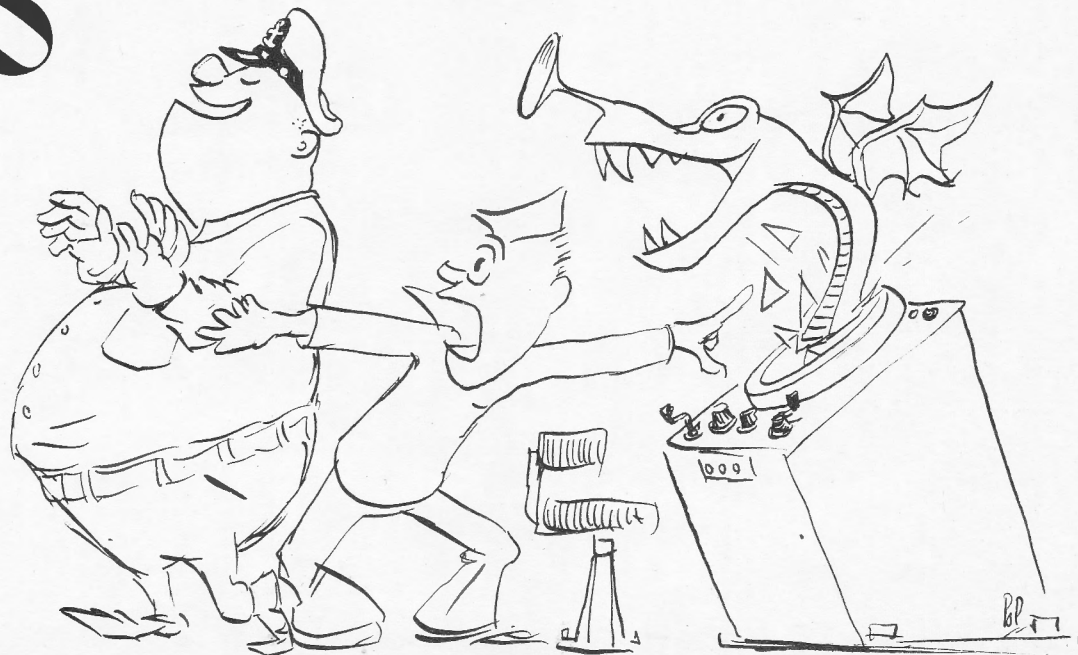
LT R.L. Wright (MC) USNR  
Medical Officer







# OPERATIONS



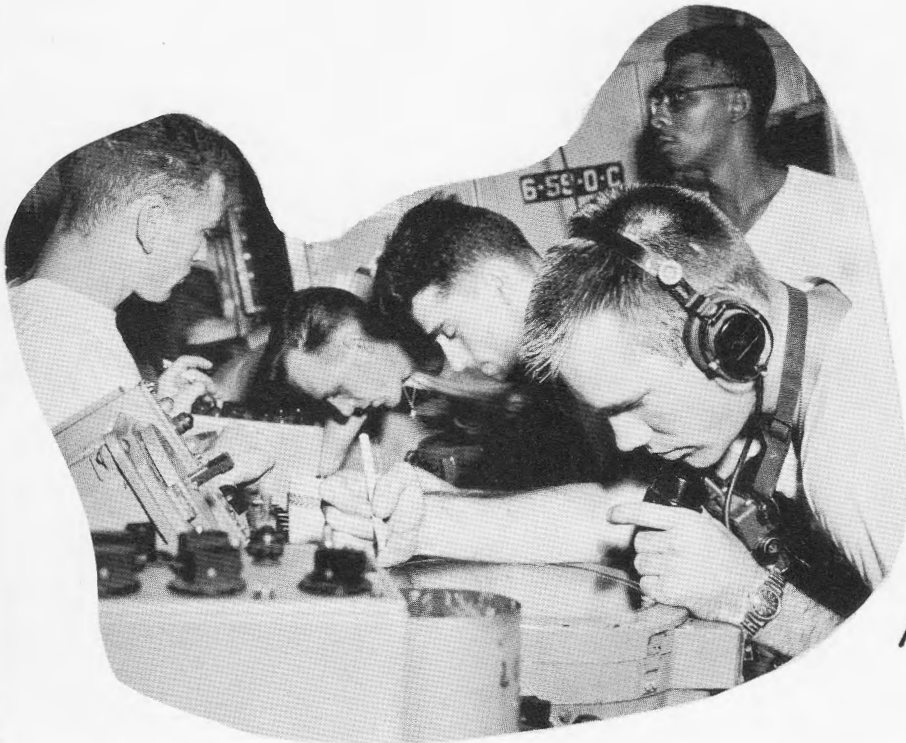
# C I C



*That last dot moved*



*Logged as moving*



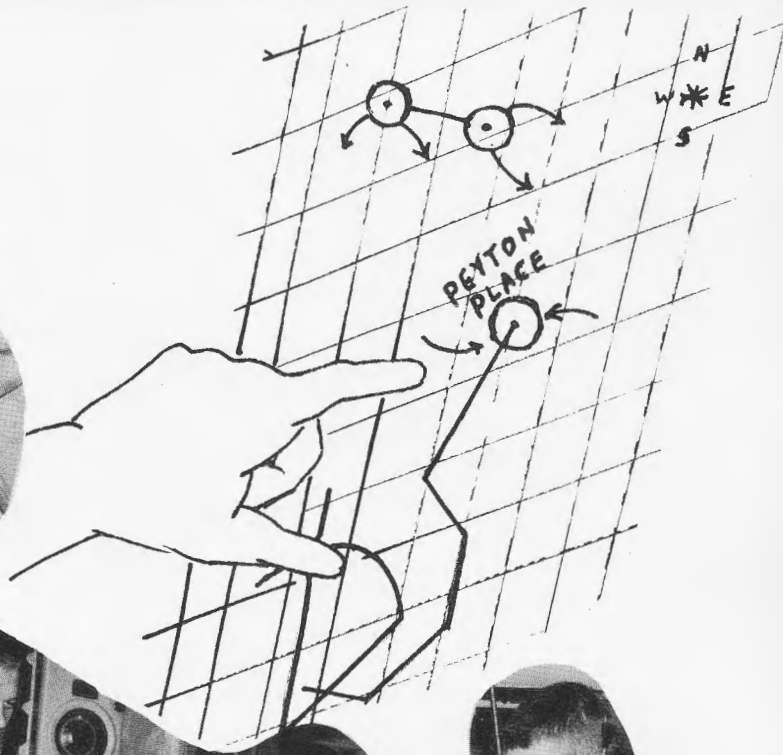
*I've got two of them moving here*



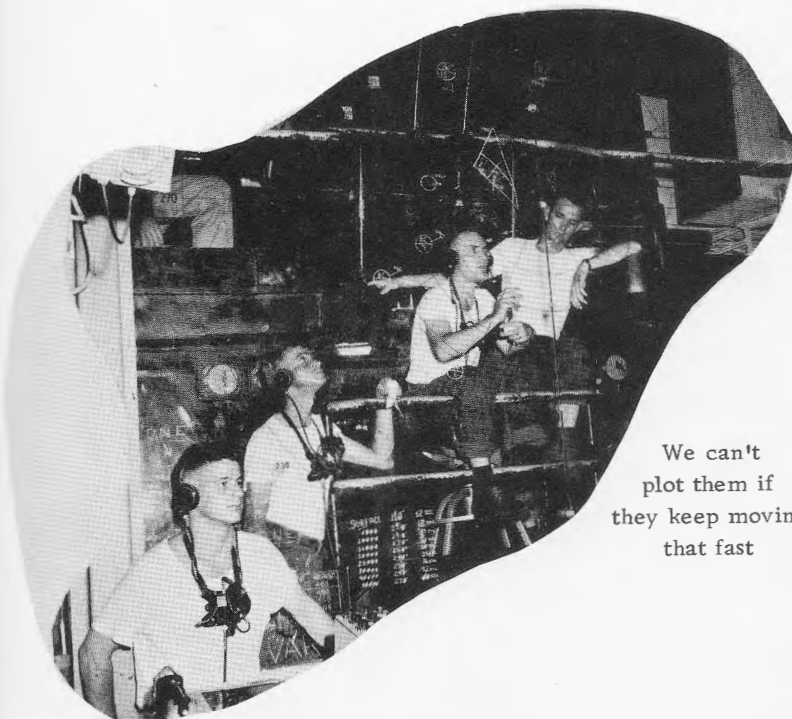




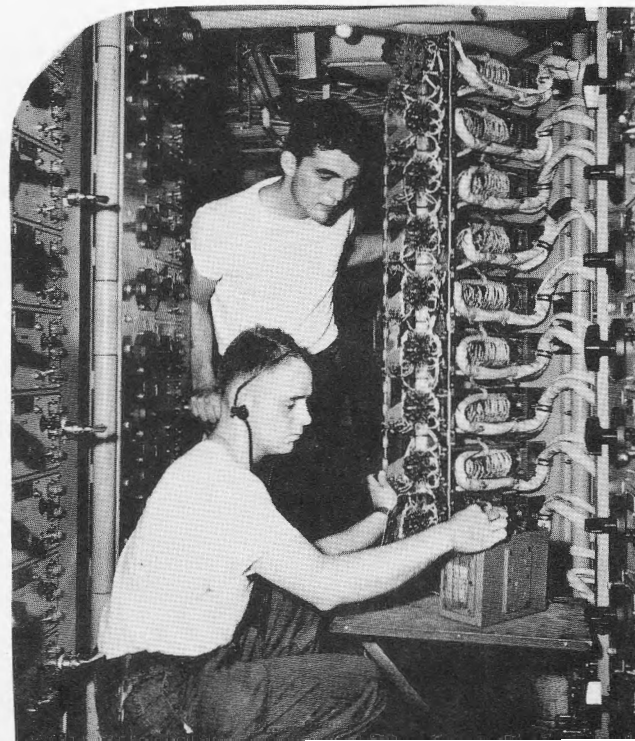
We've got three more



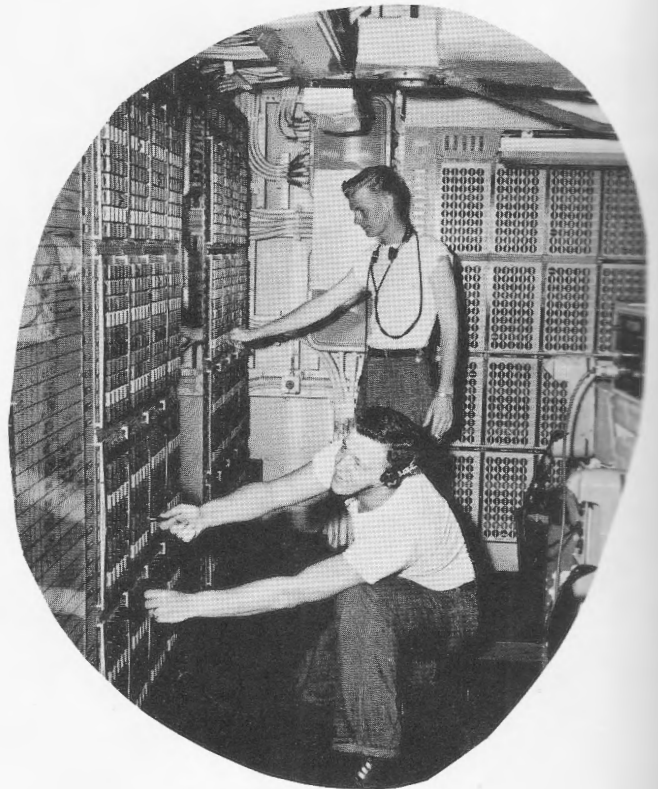
One of ours just disappeared



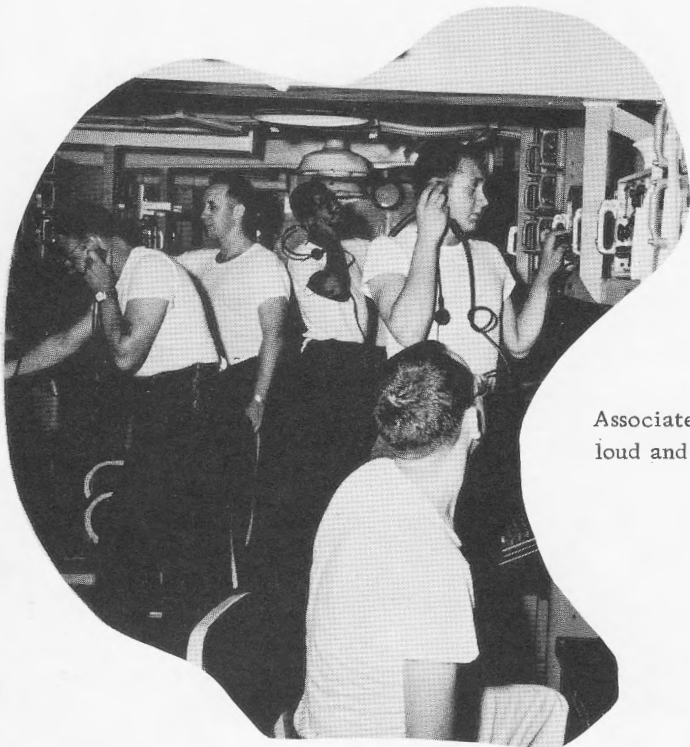
We can't plot them if they keep moving that fast



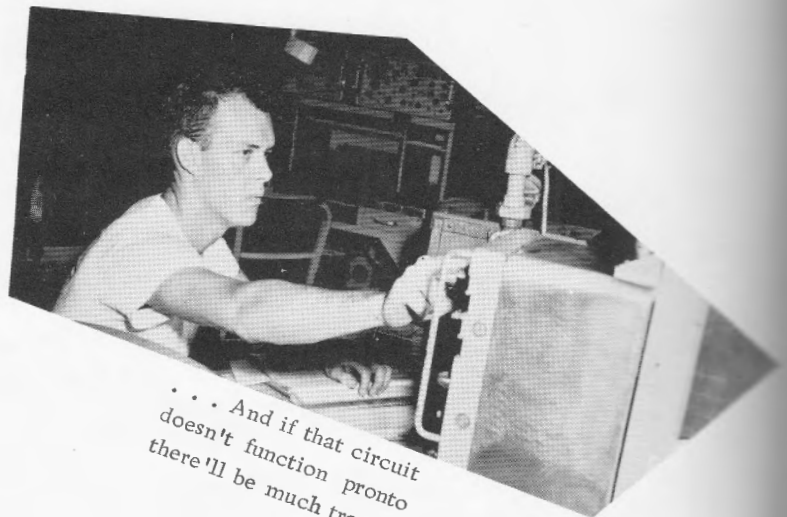
Do you think these ANTS are the trouble?



Watch what happens when I parallel two transmitters.



Associated press coming in loud and clear.



... And if that circuit doesn't function pronto there'll be much trouble



# THE SIGNAL GANG



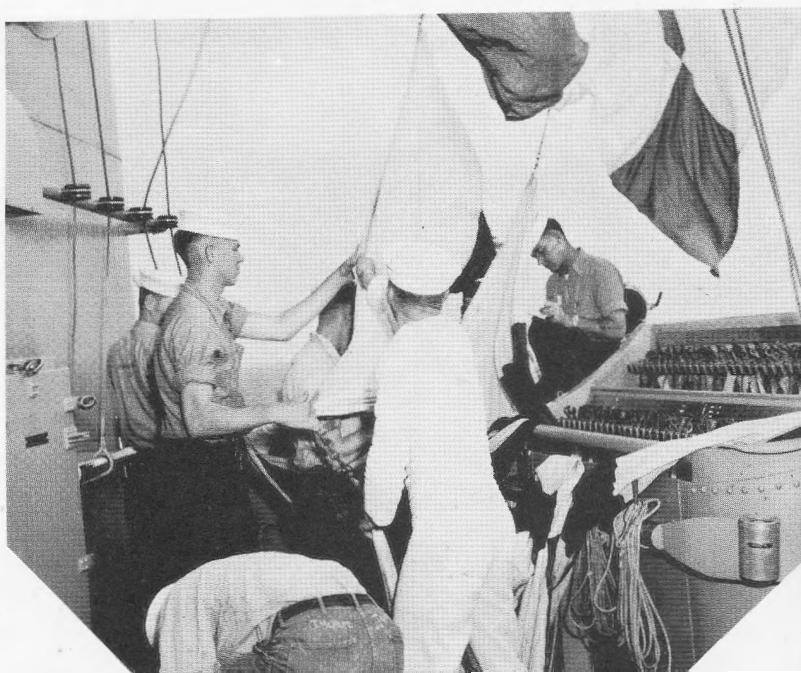
Dis is an "O"



... AN' DIS IS A "H"



And dis in the way we dry our clothes





Film & flash fellows



221 . . . Operations Office



Its either raining, or it isn't.  
It isn't raining, therefore, it  
is.





# GUNNERY





JAMES R. ALLEN, son of C. W. ALLEN RDC, sizing up gunnery on board NORTHAMPTON.



The Gun Club is best known, of course, for their main job, the guns . . .

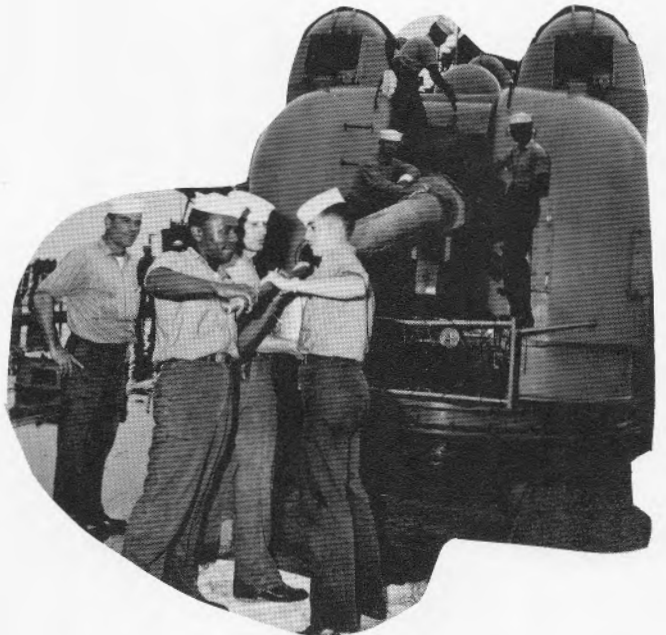
This consist of . . .



Handling the ammo . . .

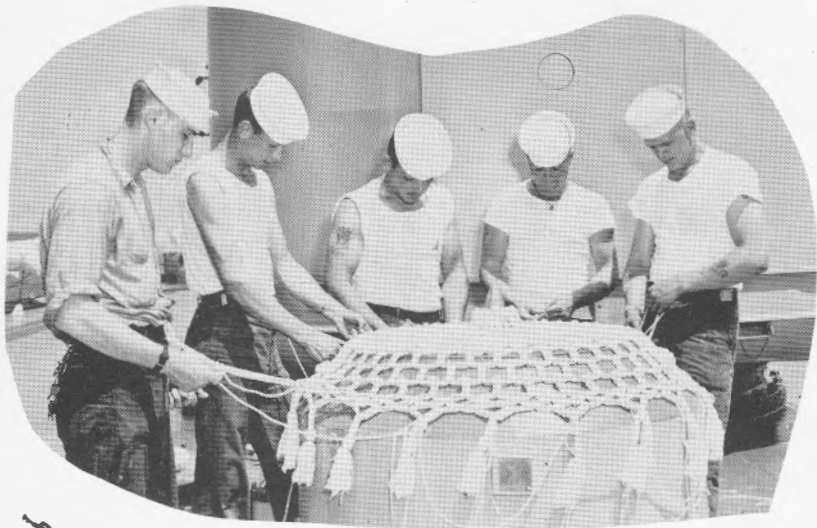


. . . firing . . .



. . . And cleaning up the mess.



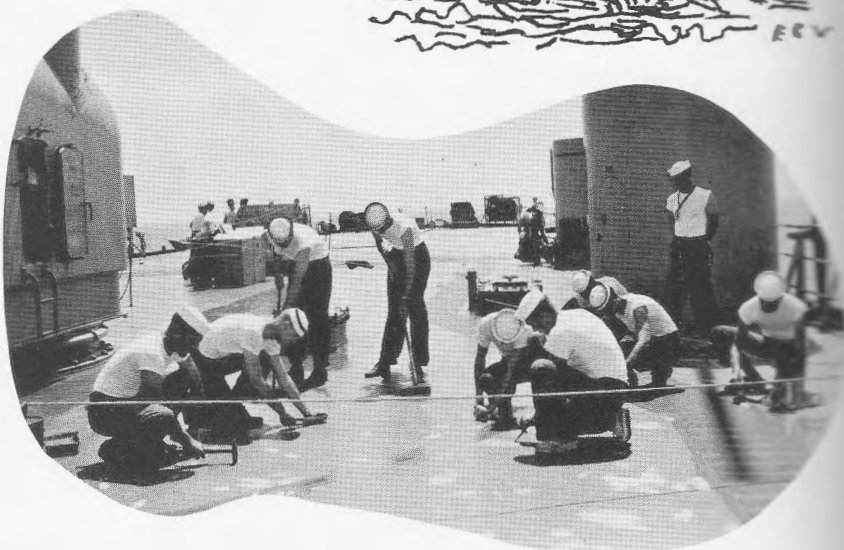


Knit one, purl two

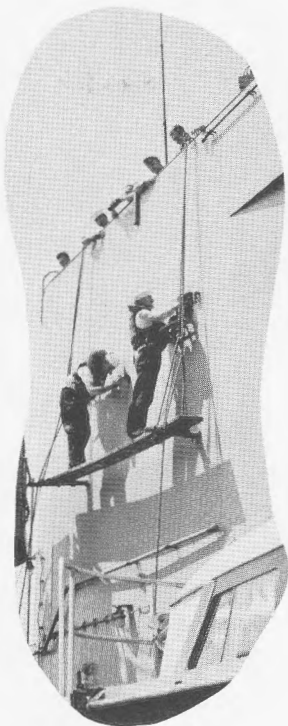
But gunnery has other jobs also



I took off my shoes so they wouldn't mess up your fresh paint job!!!

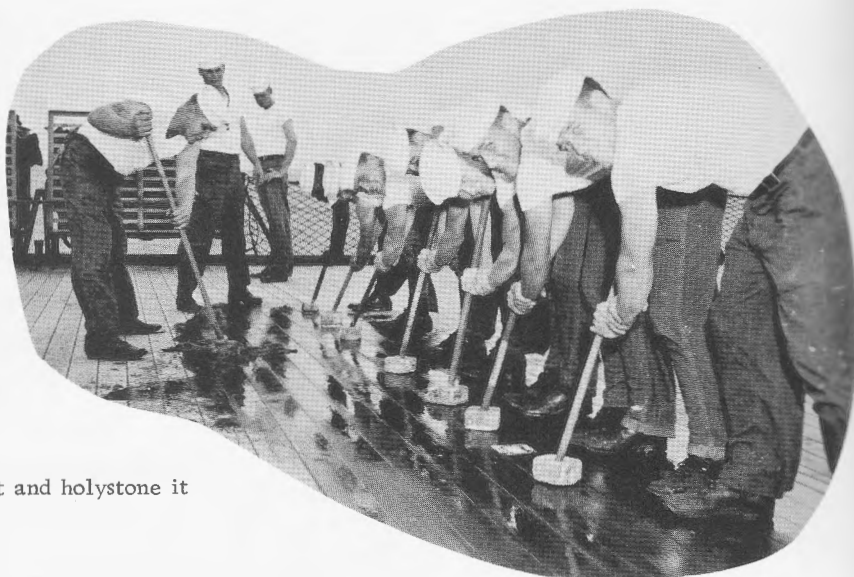


Chip it, and paint it



T  
o  
u  
c  
h  
  
i  
t  
  
u  
p

or

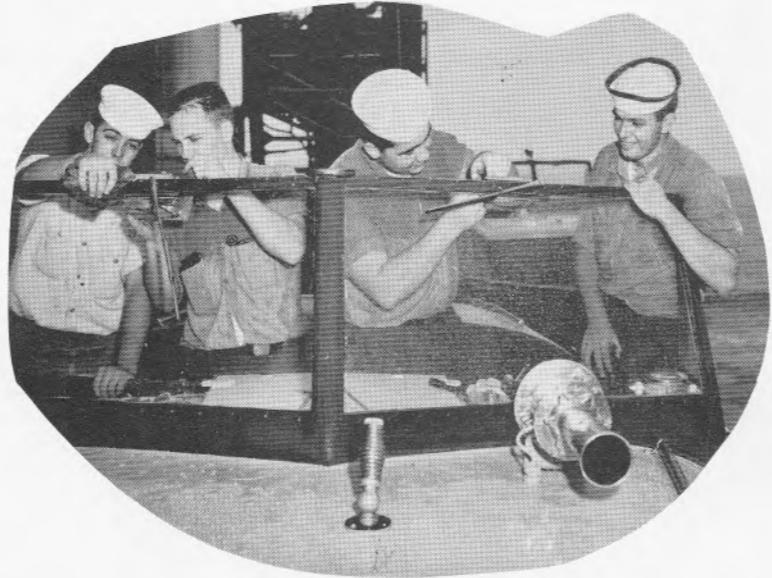


Swab it and holystone it





What can we do with these two left over?



Every time we start the motor the windshield wipers stop!!!



If you work it right it will make as much noise as the 5" mounts

H  
o  
l  
d  
  
t  
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a  
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s  
h

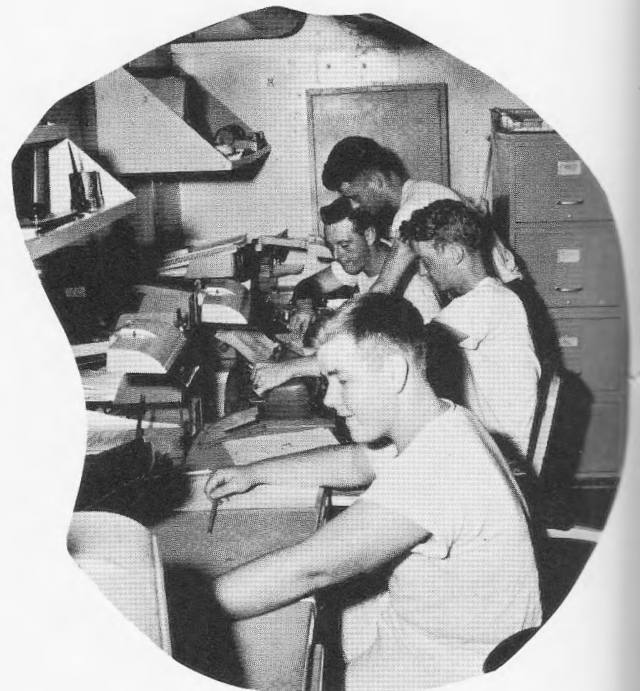




Make up your mind . . . You coming down or not . . .



This throws the pilot out if he talks back . . .



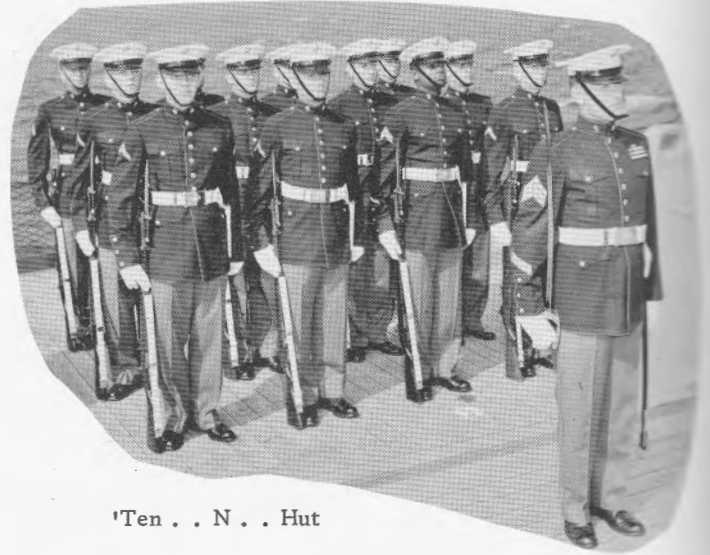
You spell it G U N N E R Y



## THE MARINE DETACHMENT



Ambassador Val Peterson inspecting Marine Detachment with Captain Ogilvie, Commanding Officer, Marine Detachment during visit to Copenhagen, Denmark.



'Ten . . N . . Hut



We've landed and have the situation in hand



Leathernecks on Langelinie Dock, Copenhagen



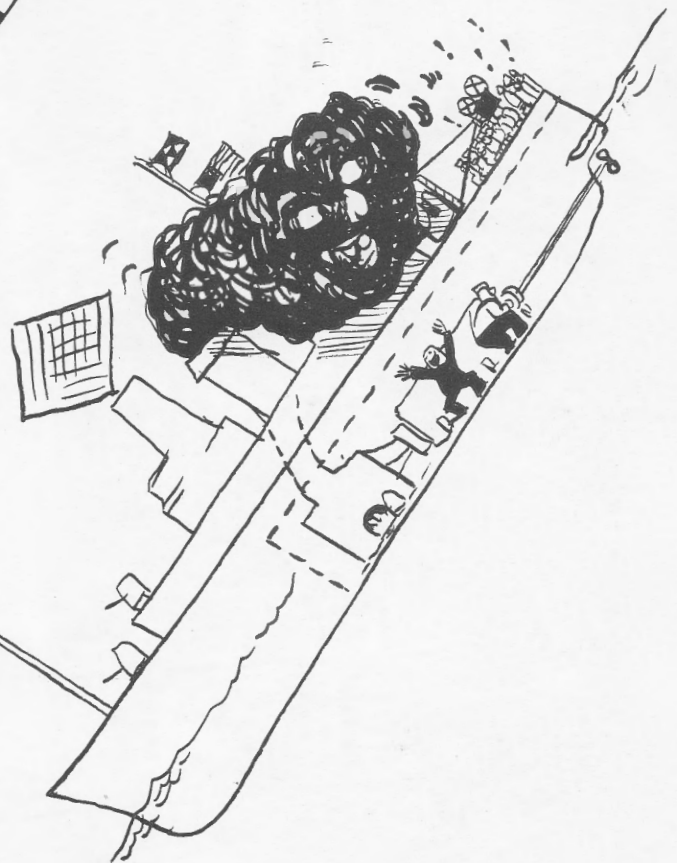
3 pair shoes  
1 copy Playboy







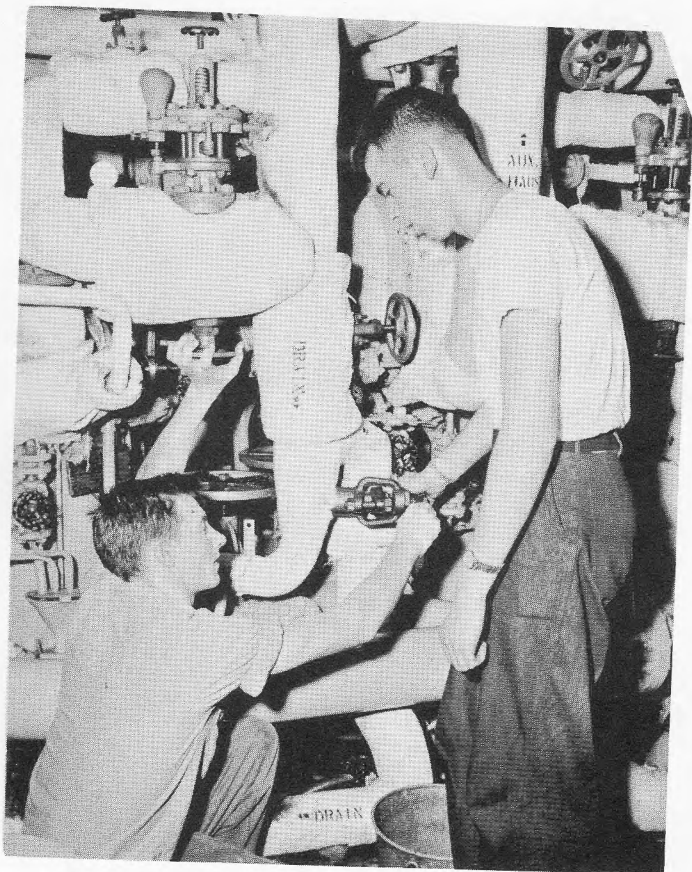
# ENGINEERING



# MAIN ENGINES



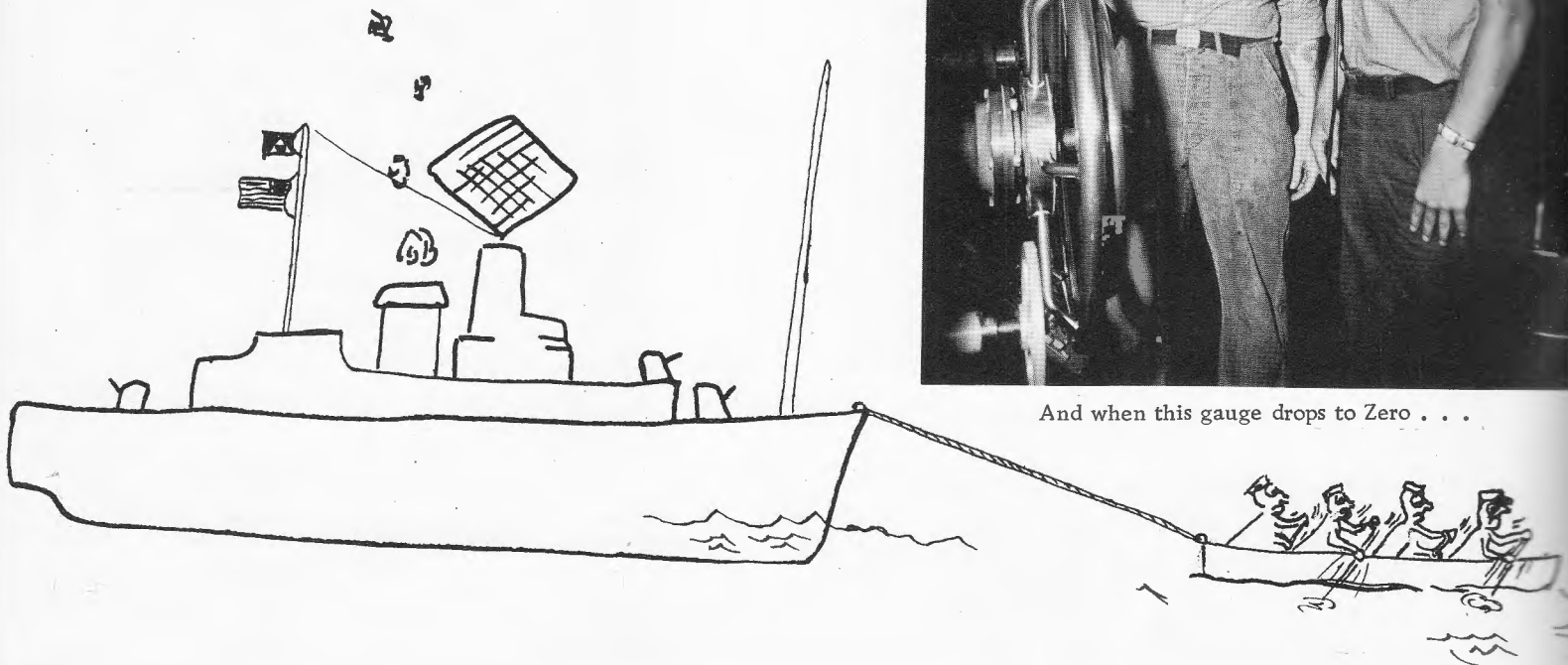
"Let's see . . . 148 gallons of Old Bullfrog  
at \$ .25 a shot . . .



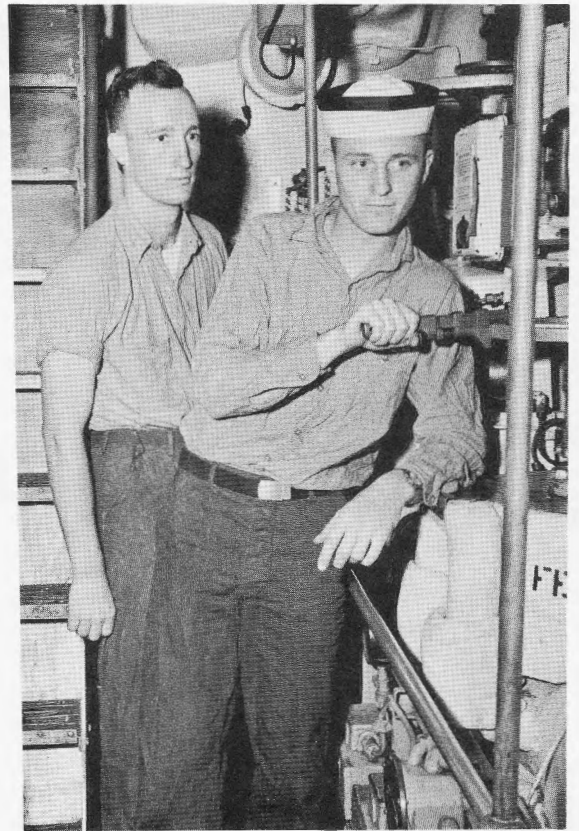
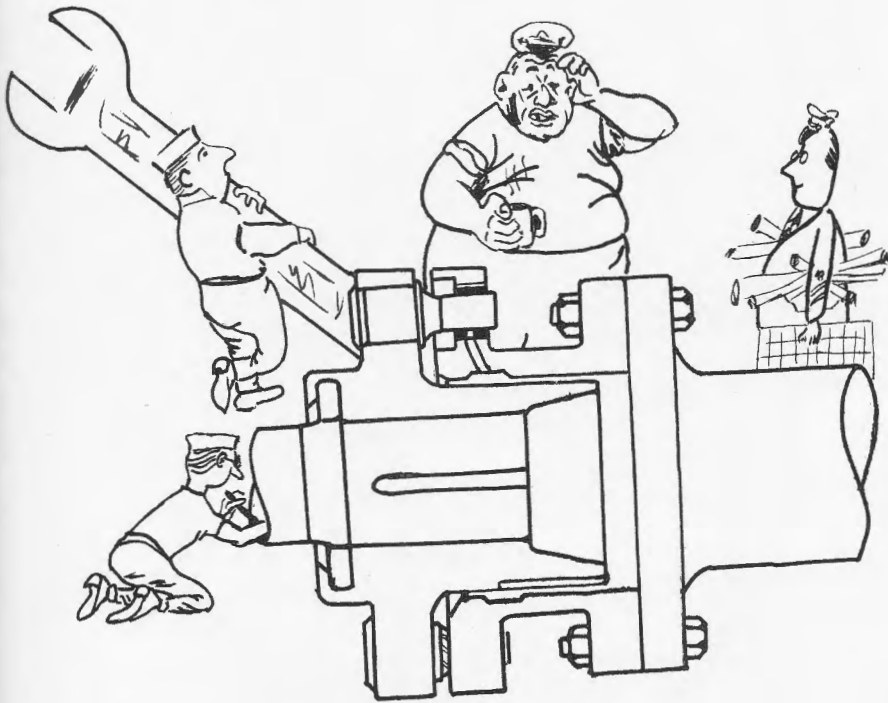
Now, to set Zulu on the Captain's shower . . .



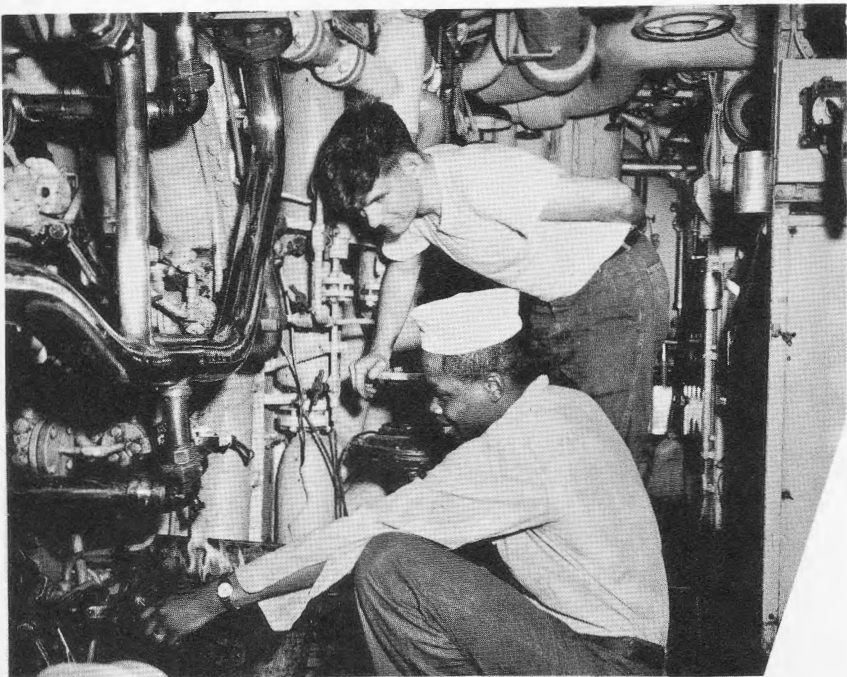
And when this gauge drops to Zero . . .







Which do you want . . .  
High or low?

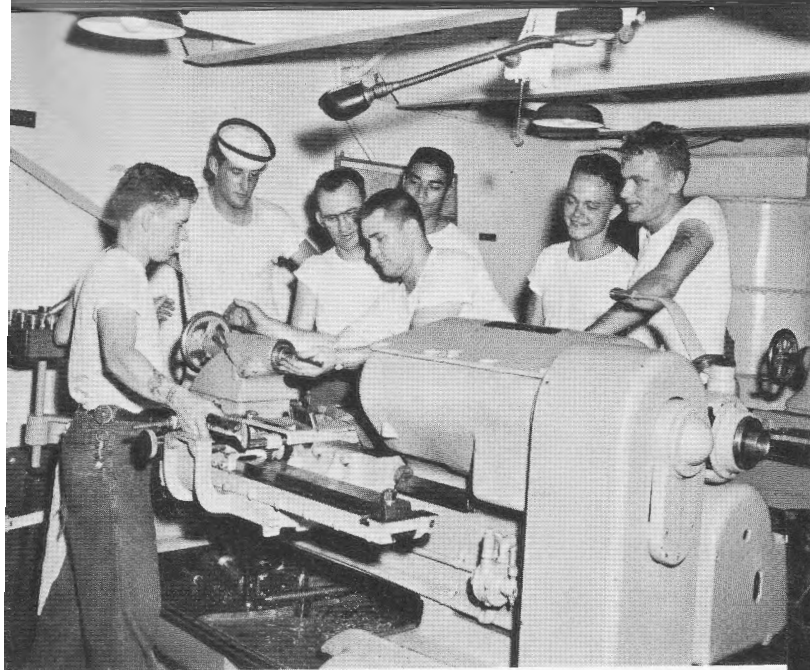


I find Ronsonol works best of all

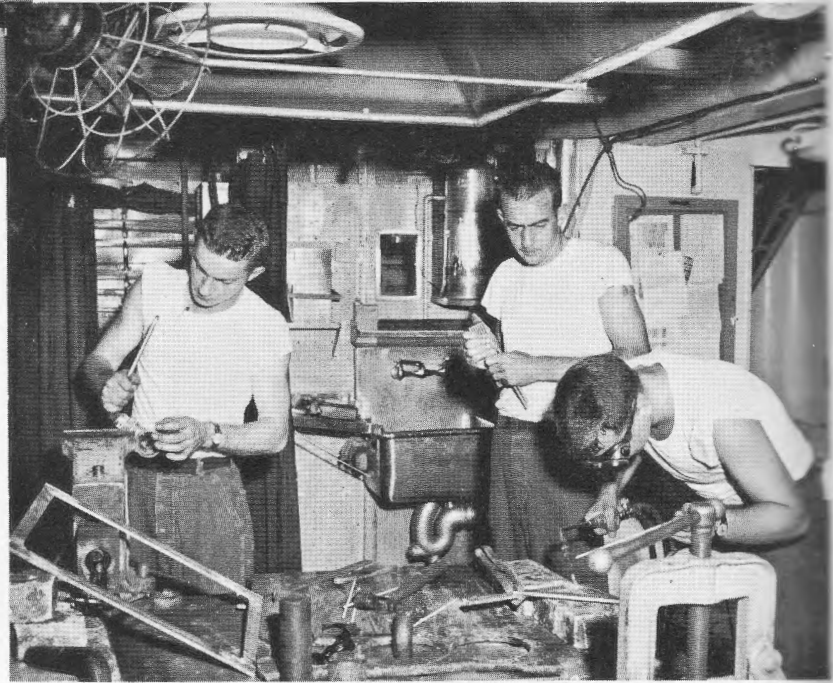


Are the beans done?

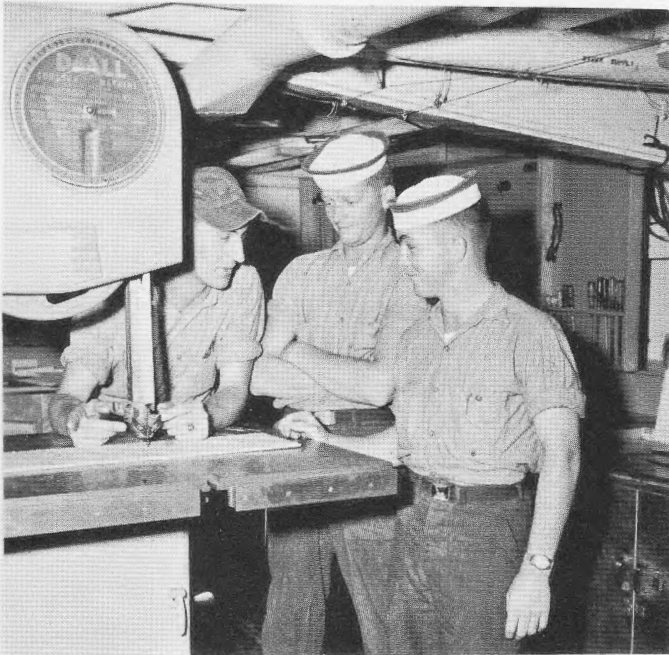
## SHOPS



Now this bit is used to cut square holes



How long 'til that coffee pot is fixed?

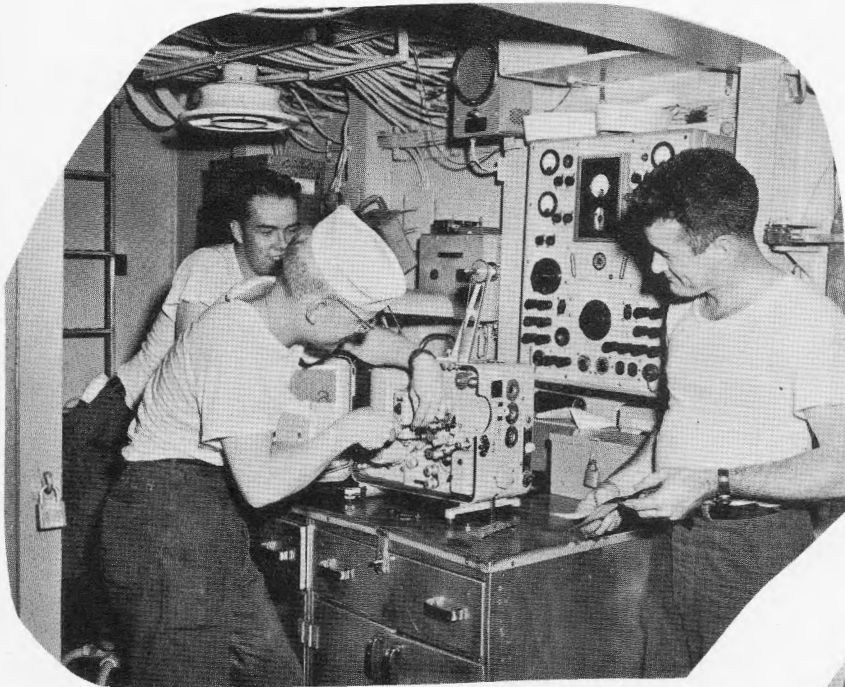


And if you work hard they'll let you build . . .

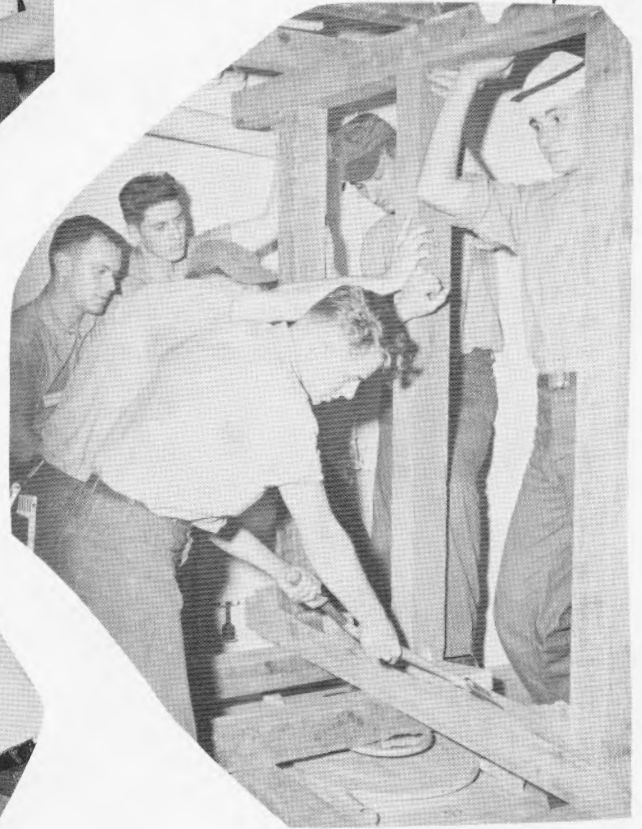
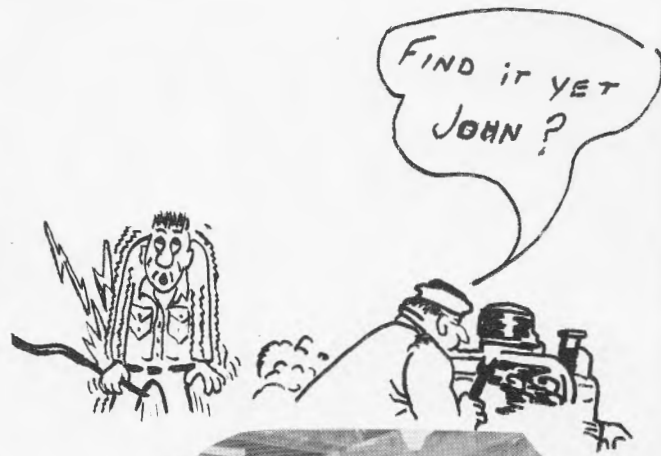


. . . Coffins for cockroaches





This adapter will give the smell of gunsmoke with westerns.



Now let them say this hatch isn't dogged down tight enough.



Those . . . coffee grounds will do it every time



Below - All it needed was a new bulb

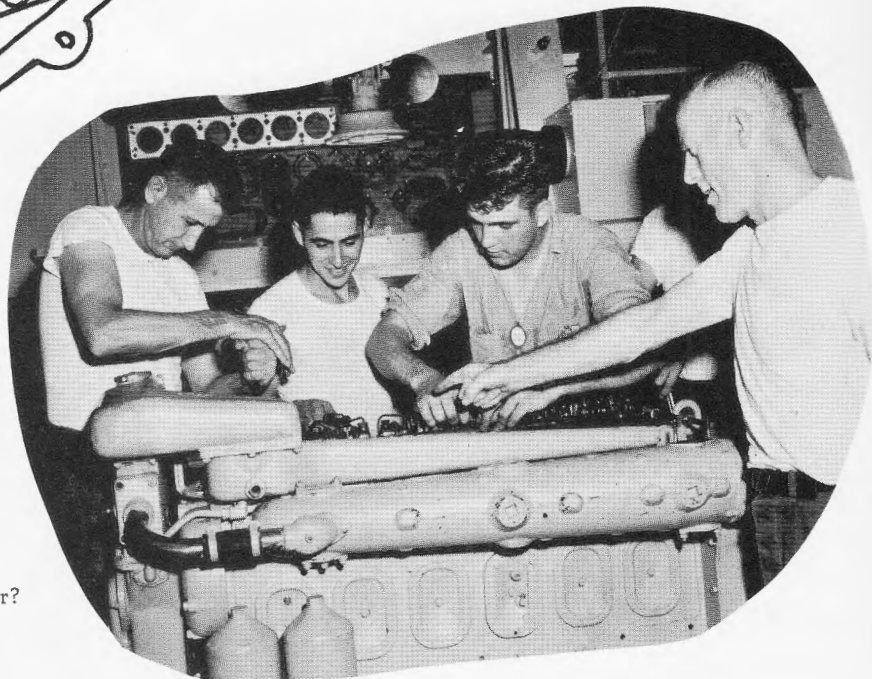
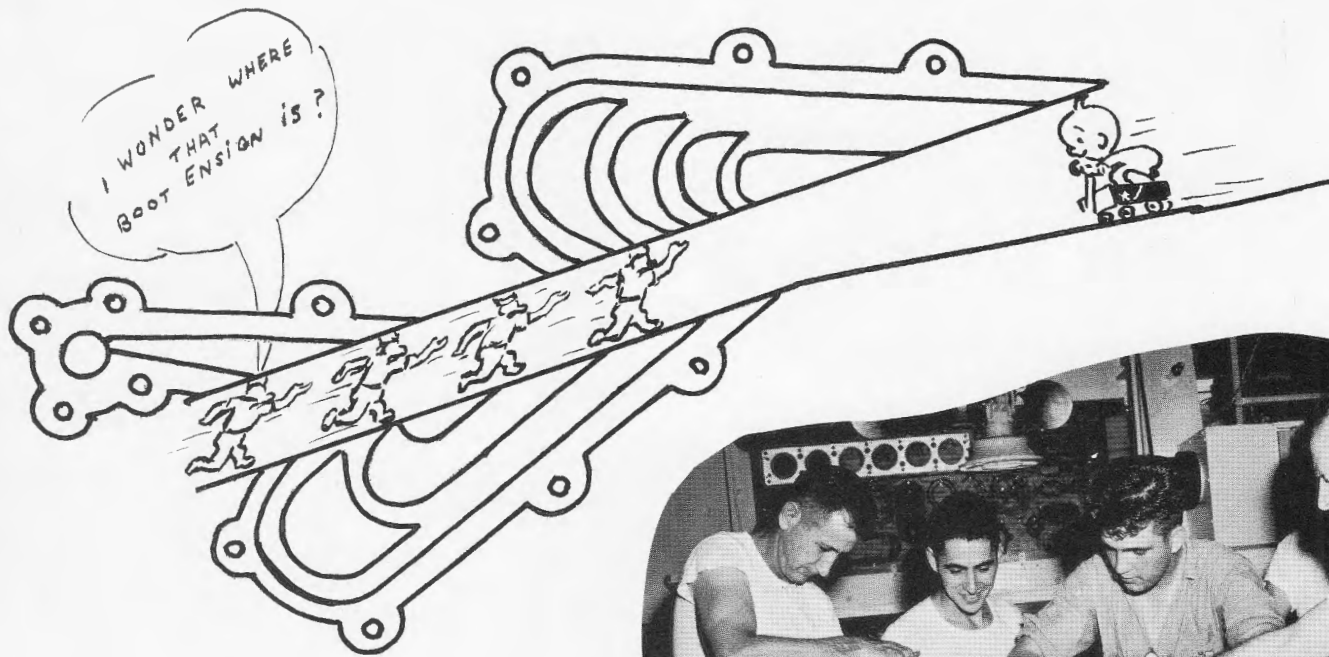




Keep it cool man!!! Cool!!!



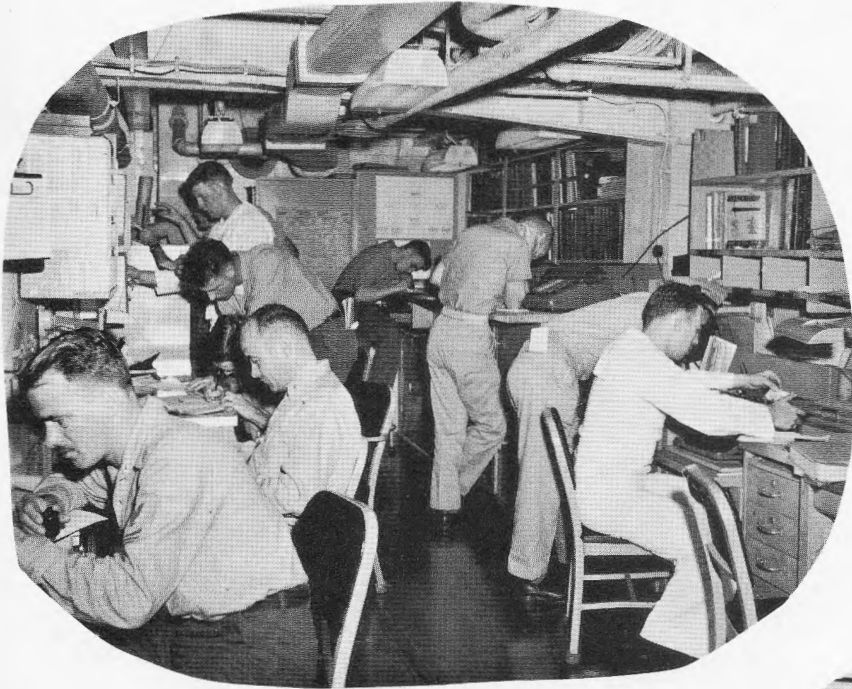
Some people will do anything to get into the act!!



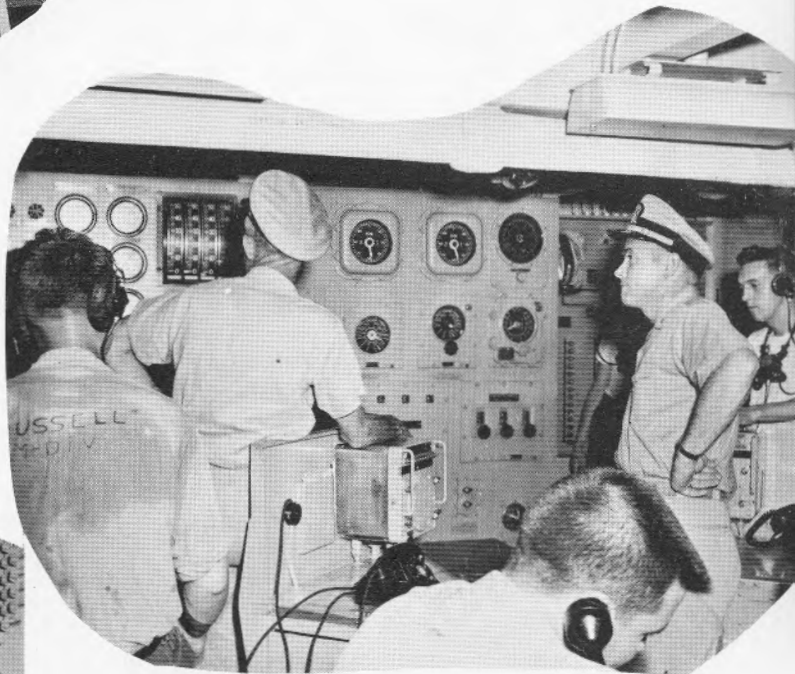
What about that piece left over?



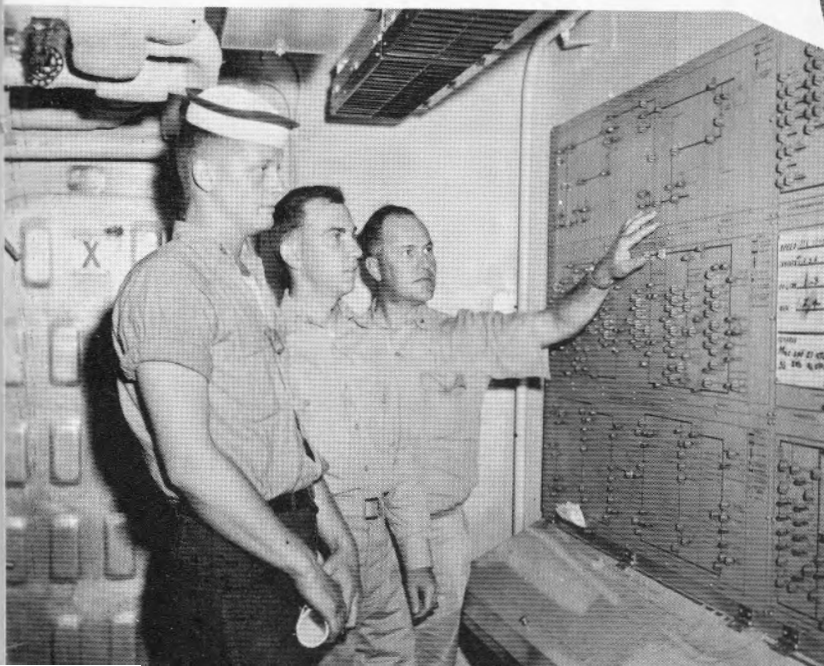
# LOG ROOM CENTRAL STATION



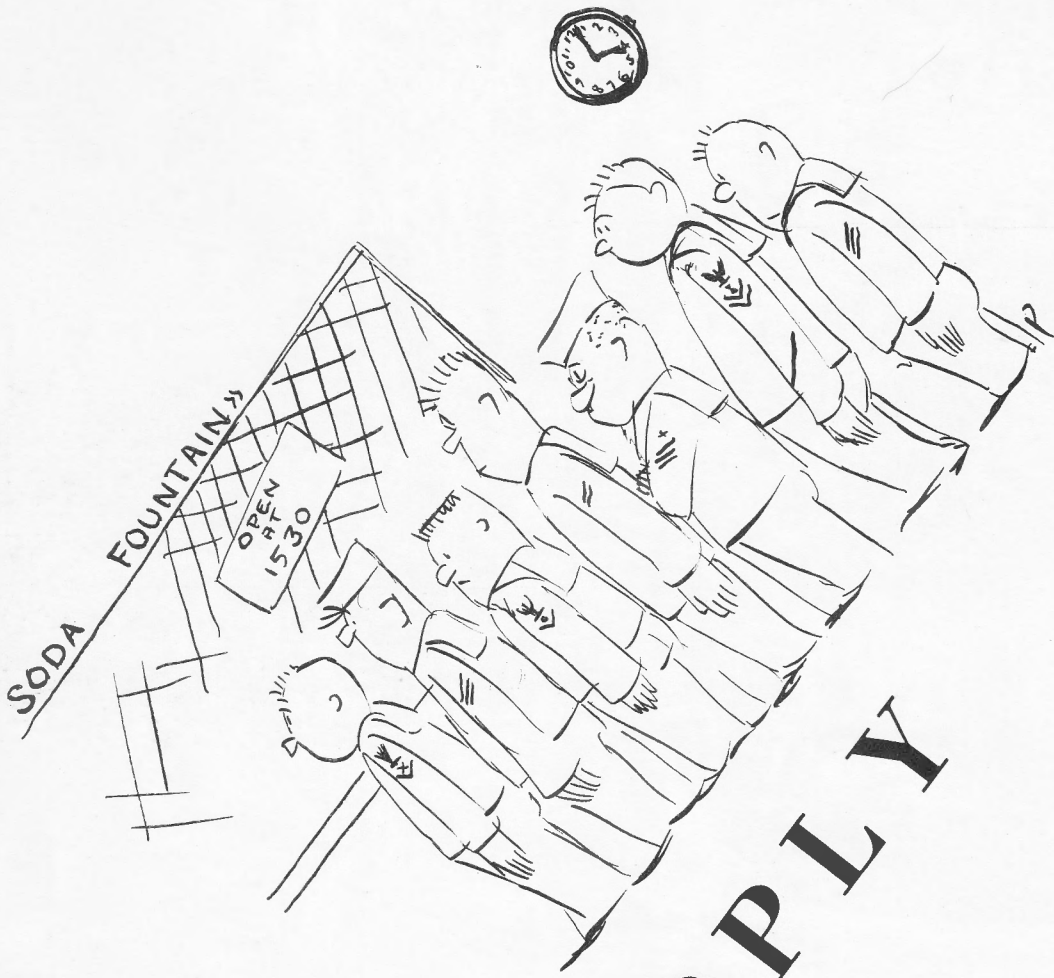
Job orders . . . all the time job orders



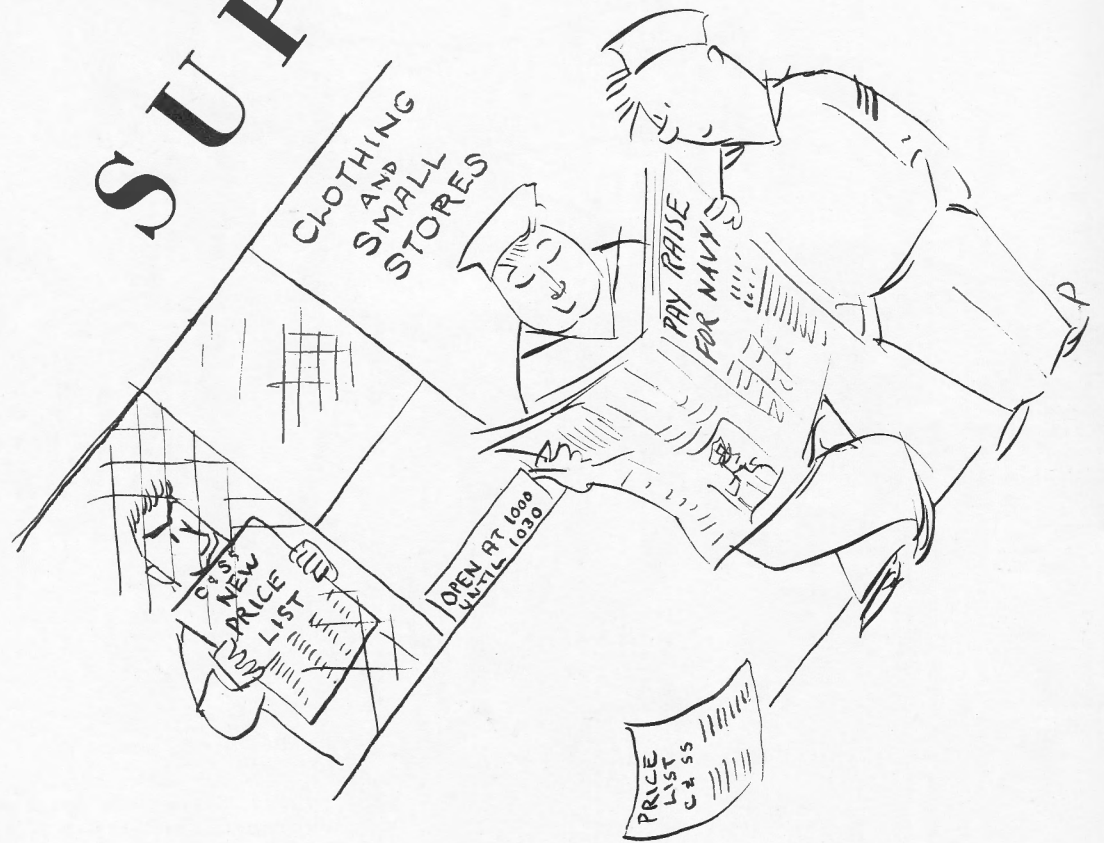
"Tell that guy I'm gonna blow tubes anyway."



Push this only in case of panic



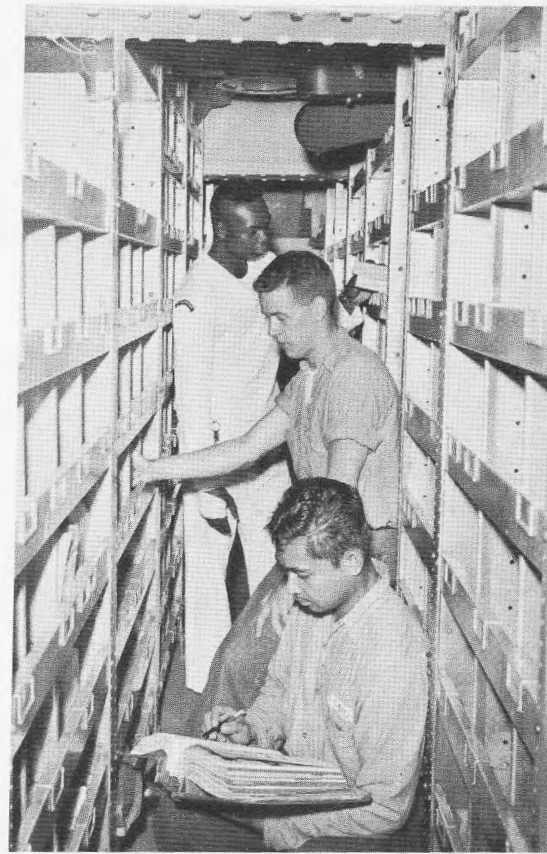
# SUPPLY



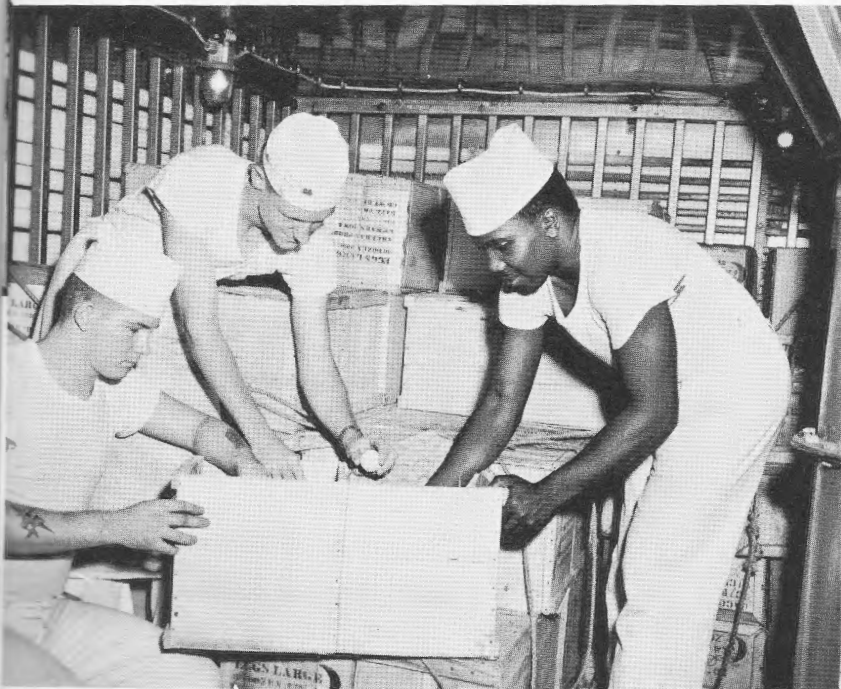




A 453 man working party should take care of this.

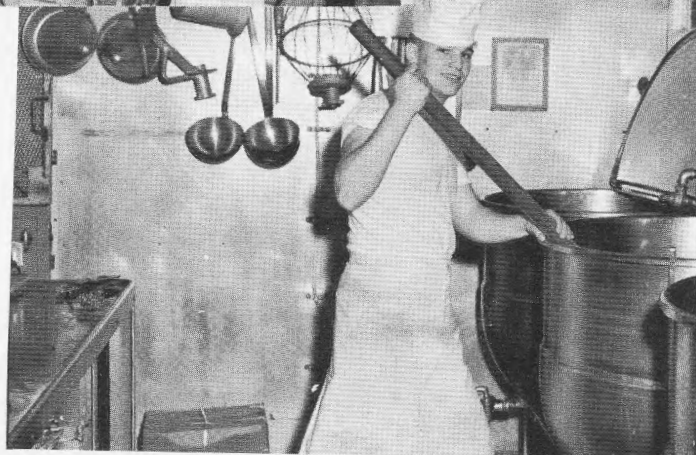


Keeper chains . . . 1,744,327



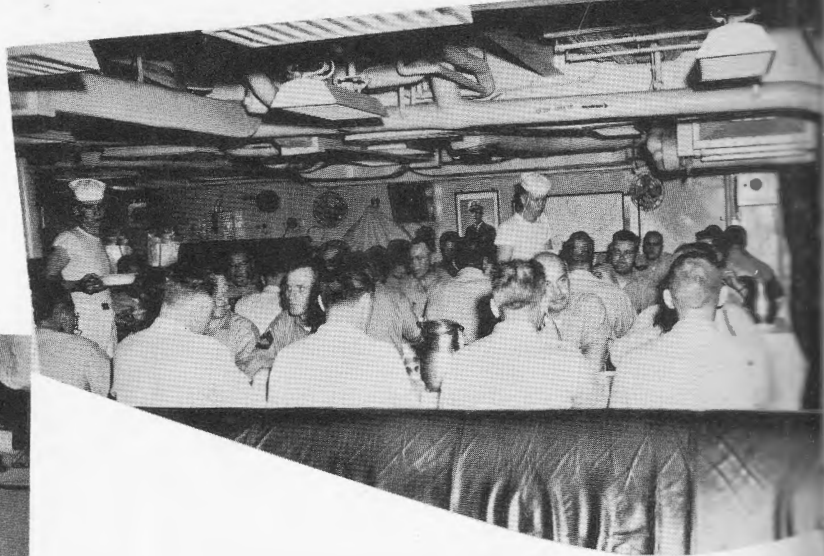
These are the folks who feed us, clothe us, pay us and provide our daily exercise with their 400 hand working parties.

Take one egg . . .



Beat well . . . and . . . Bake slowly

The best mess in CRULANT

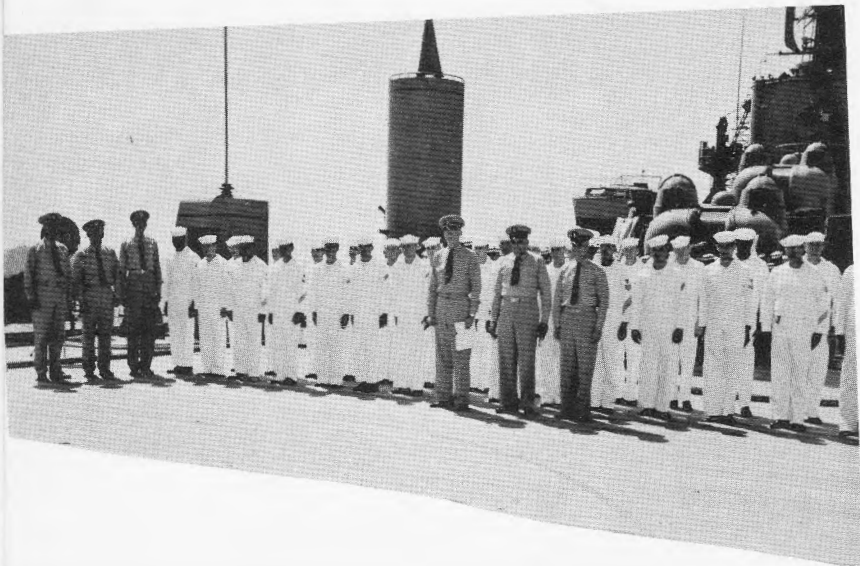


Special deal for the Chiefs . . .

. . . and the First Class



The Banquet Providers





The ship's service men cover a lot of territory, and do one tremendous job of it.

Barber shop  
Tailor shop

"Gedunk"



Laundramat - Button crusher

Center - Cobbler shop

C & SS  
Ships Store

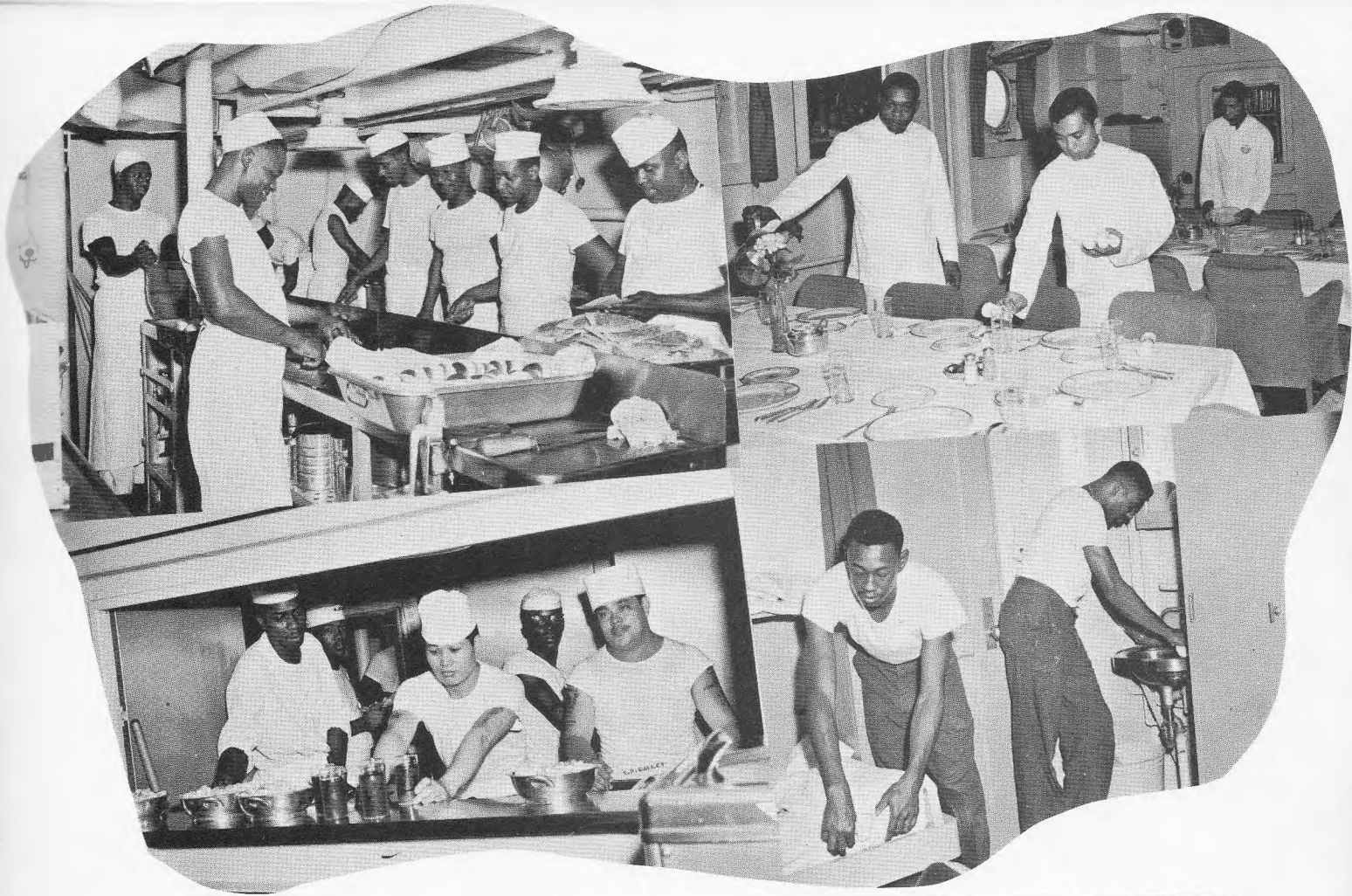


Escudos, Kroners, Deutsche Marks or Dollars

**"THE MOST POPULAR  
GANG ON THE SHIP"**



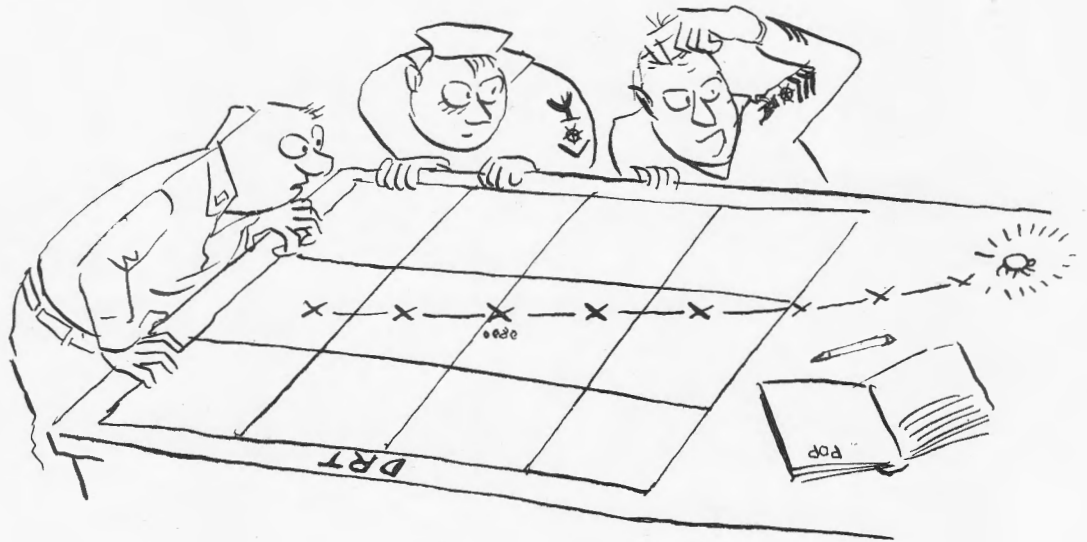
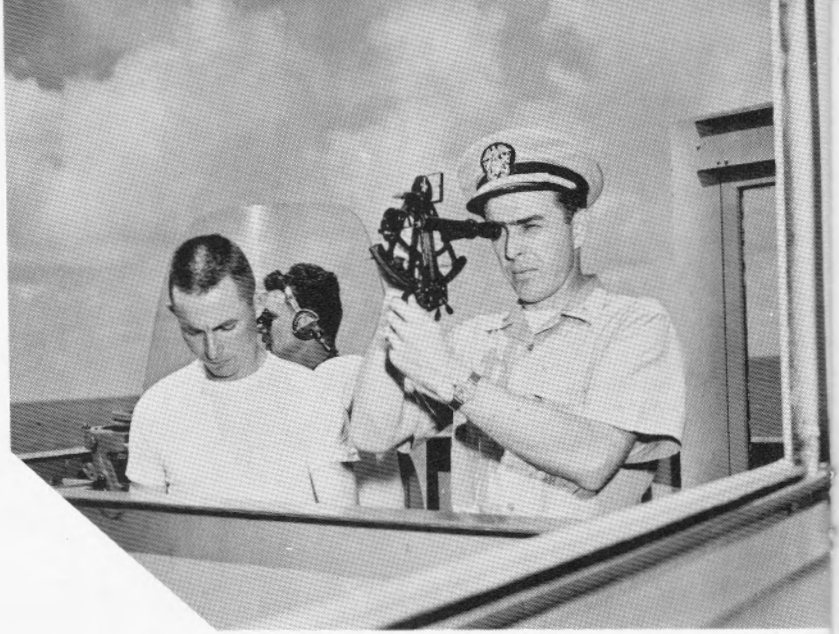




**SERVING AT IT'S BEST**

High Noon

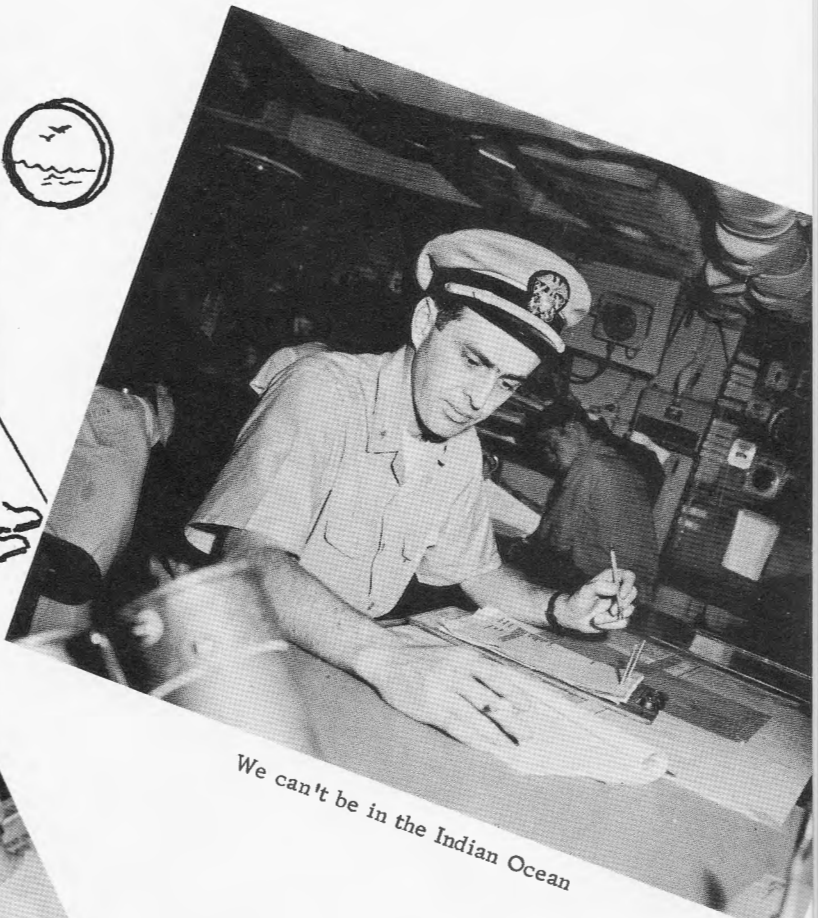
# NAVIGATION



The "NAN" Division has one primary job - to figure out where we are, and they don't often miss.

... If we set clocks ahead, come right 38 degrees and slow to 10 knots, we'll be in Norfolk by 0800.

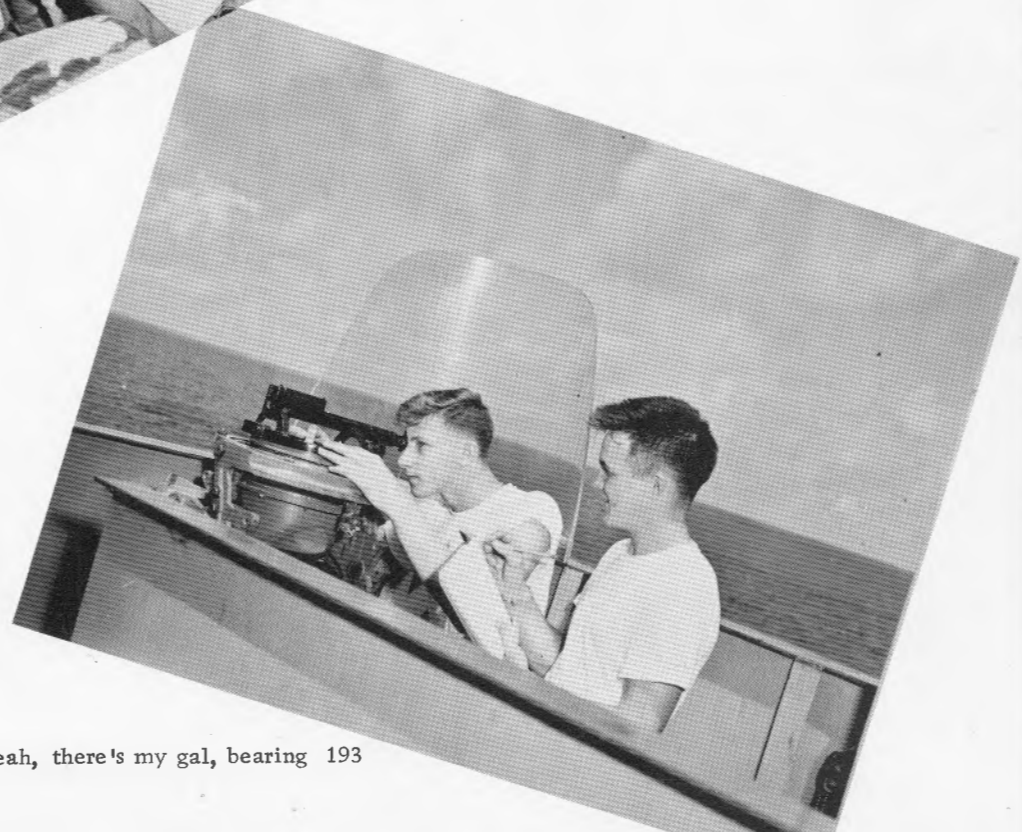




We can't be in the Indian Ocean

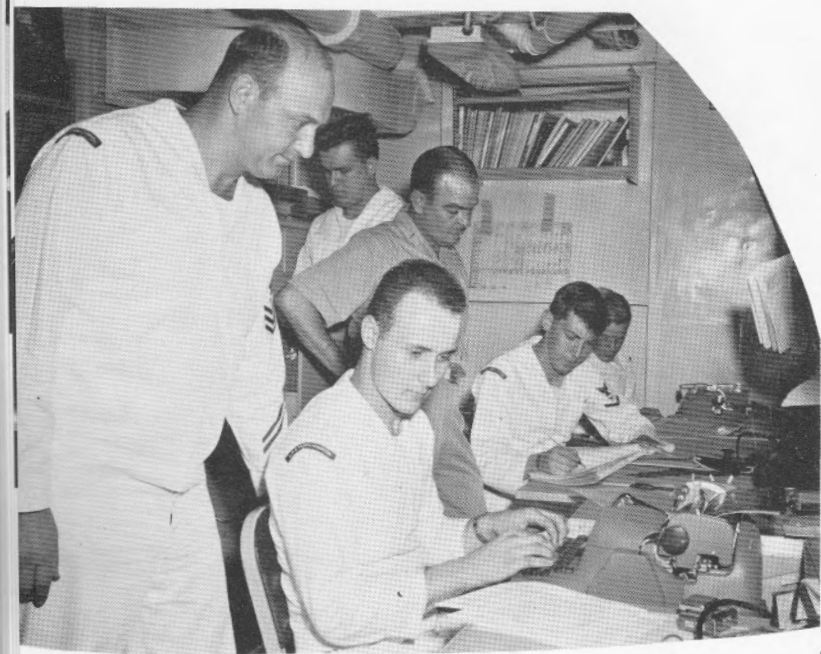


Right full whistle, sir?



Yeah, there's my gal, bearing 193

# ADMINISTRATIVE



Captain's  
Office



Personnel  
Office

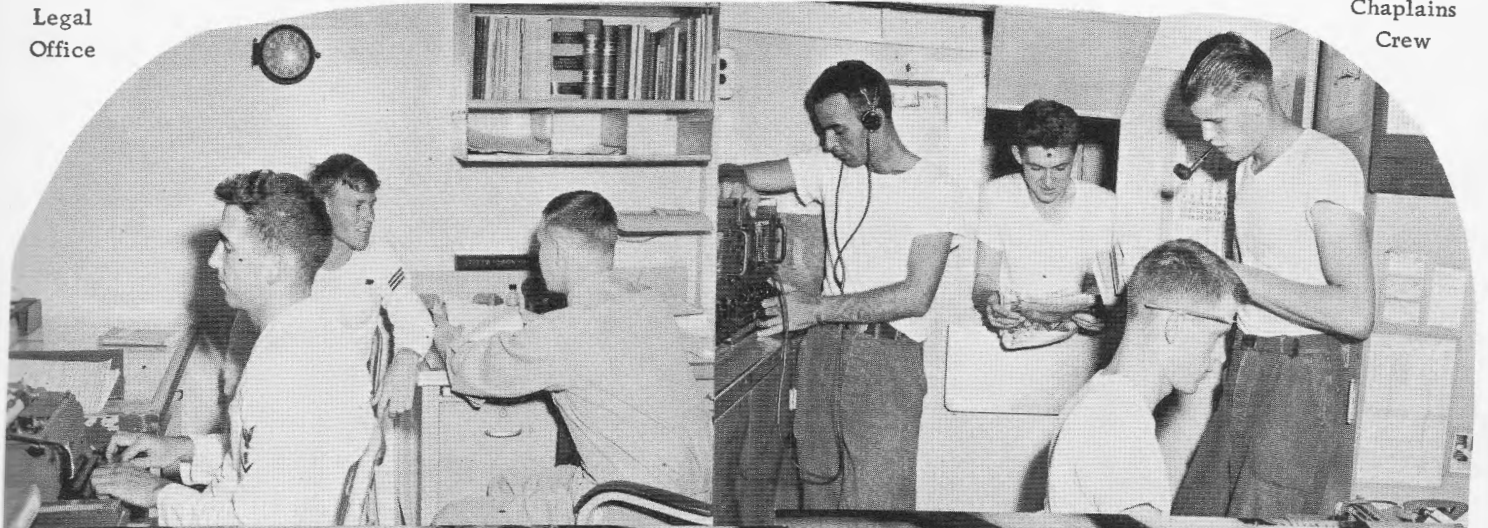


Duty  
MAA



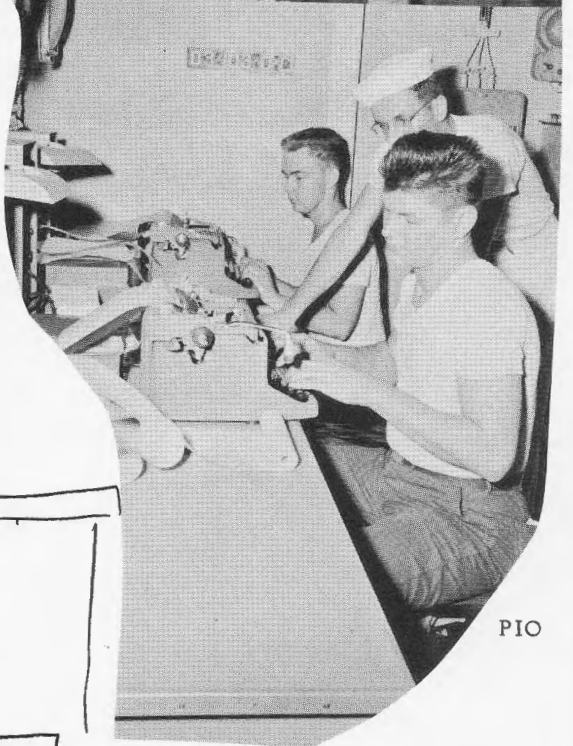
Legal Office

Chaplains Crew



Print Shop

Post Office



PIO

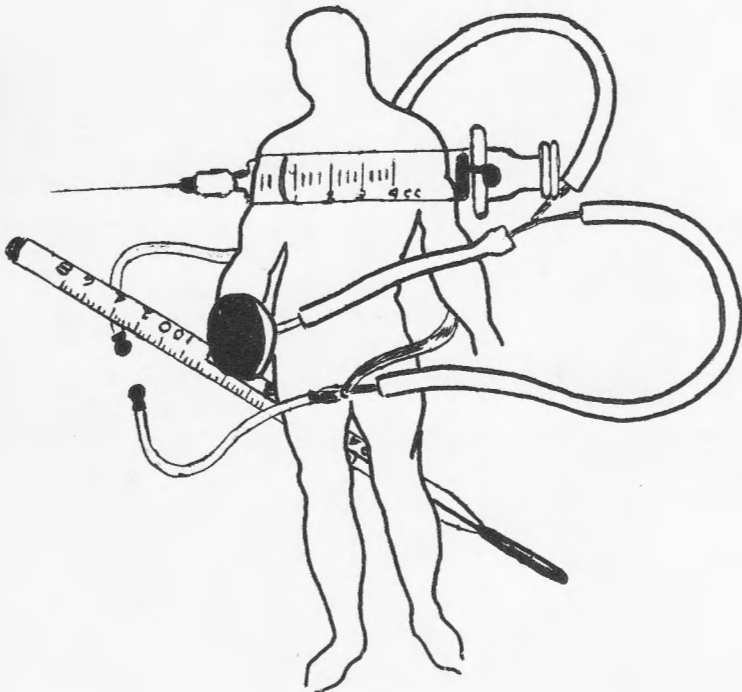


# MEDICAL

It happens every spring



Initiation ceremony for  
the Appendix Club



The Lab

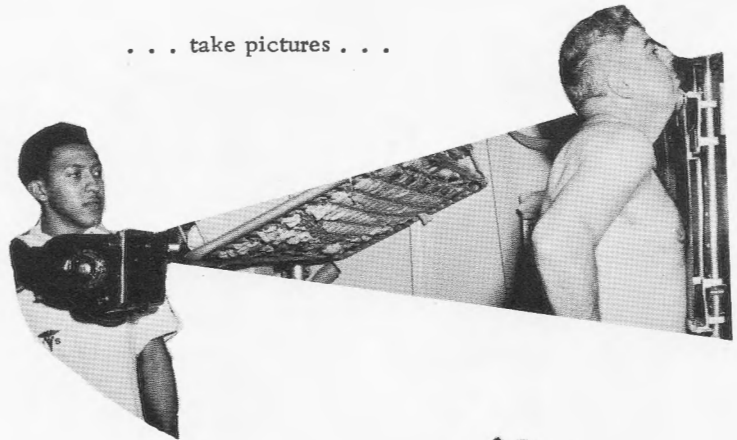




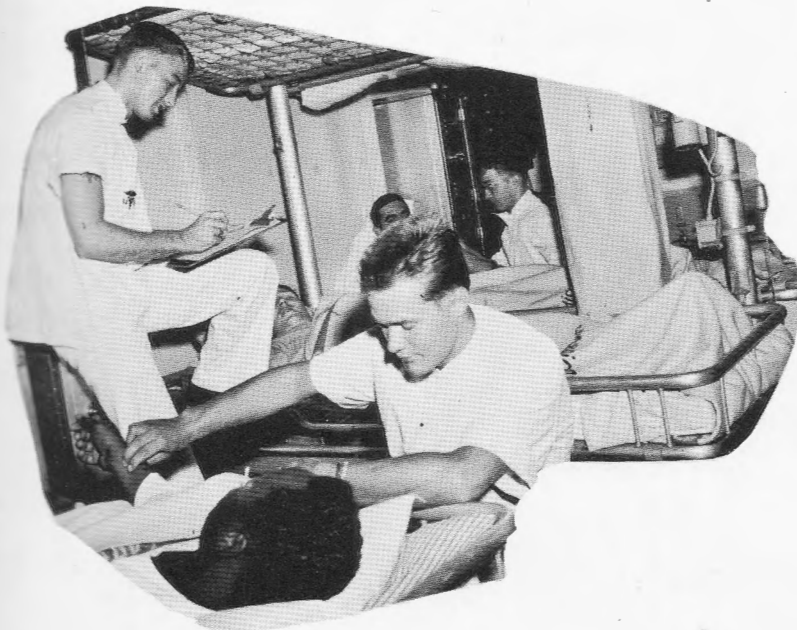
The hospitalmen also keep records . . .



. . . take pictures . . .



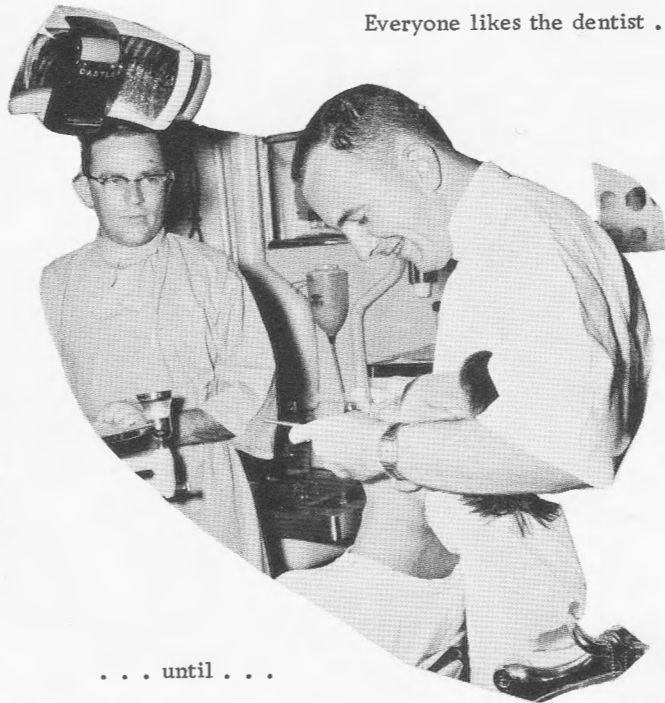
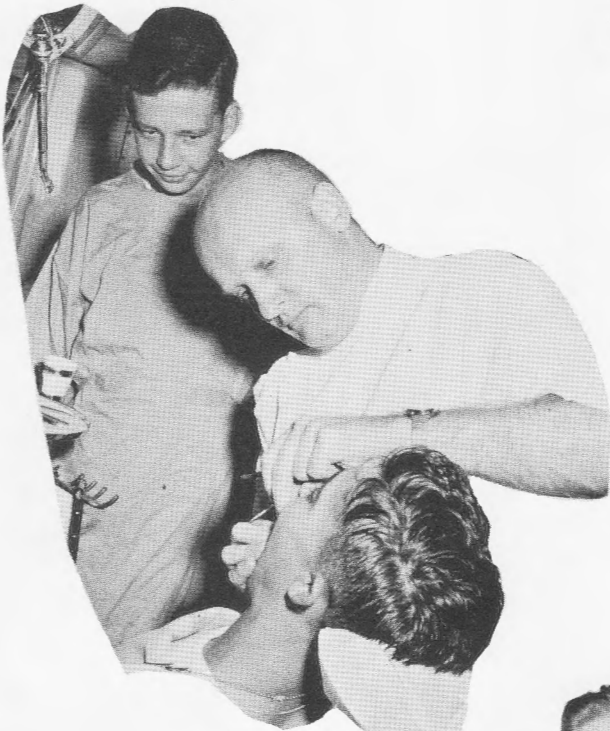
. . . visit the sick . . .



. . . and mix drinks.

# DENTAL

Everyone likes the dentist . . .



. . . until . . .



. . . it's his turn.





"They that go down to the sea in ships and do business in great waters: These see the works of the Lord, and His wonders in the deep".

Perhaps none is so close to the Lord as the sailor. It is he who sees the sun in full splendor at morn, and knows full well the raging that cautions man to cross the sea carefully.

To fulfill the Lords work at sea, the Navy Chaplain, our clergyman in uniform, is ever near. He lends assistance and guidance, consolation and strength, makes arrangements for church services, and even gets bus tickets to New York.

To Chaplain Elliott, and Rev. C. J. McFadden, our deepest gratitude.



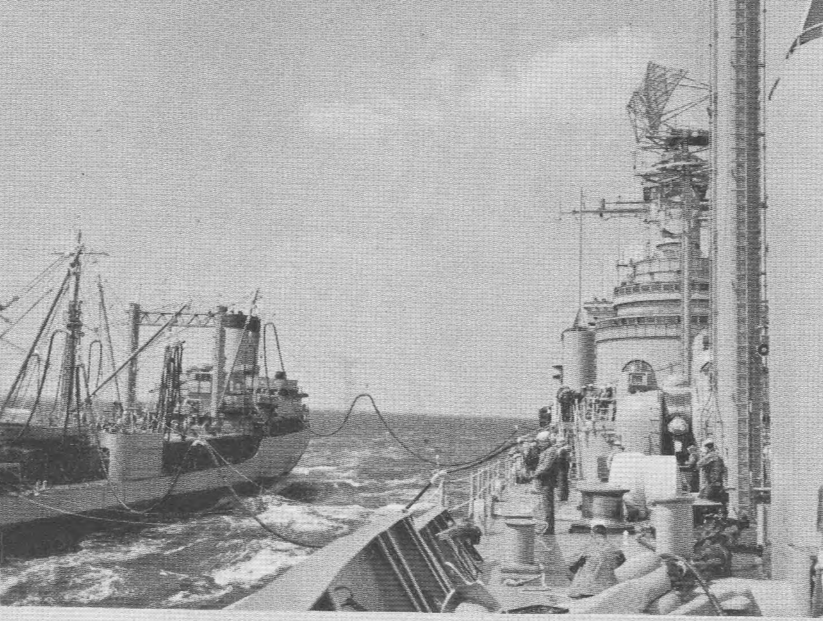
Chaplain Elliott at evening prayer



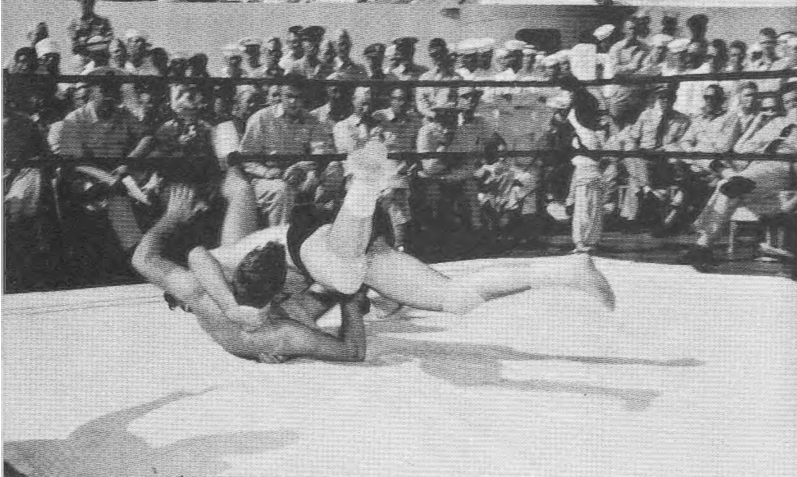
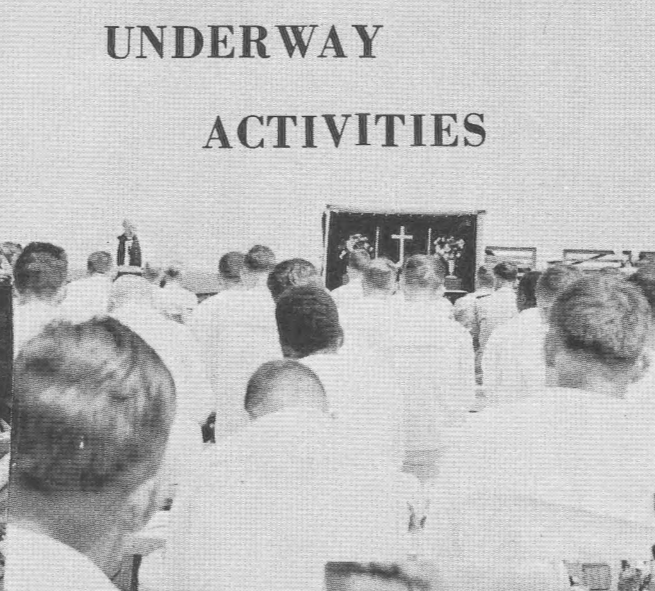
Protestant Communion Service



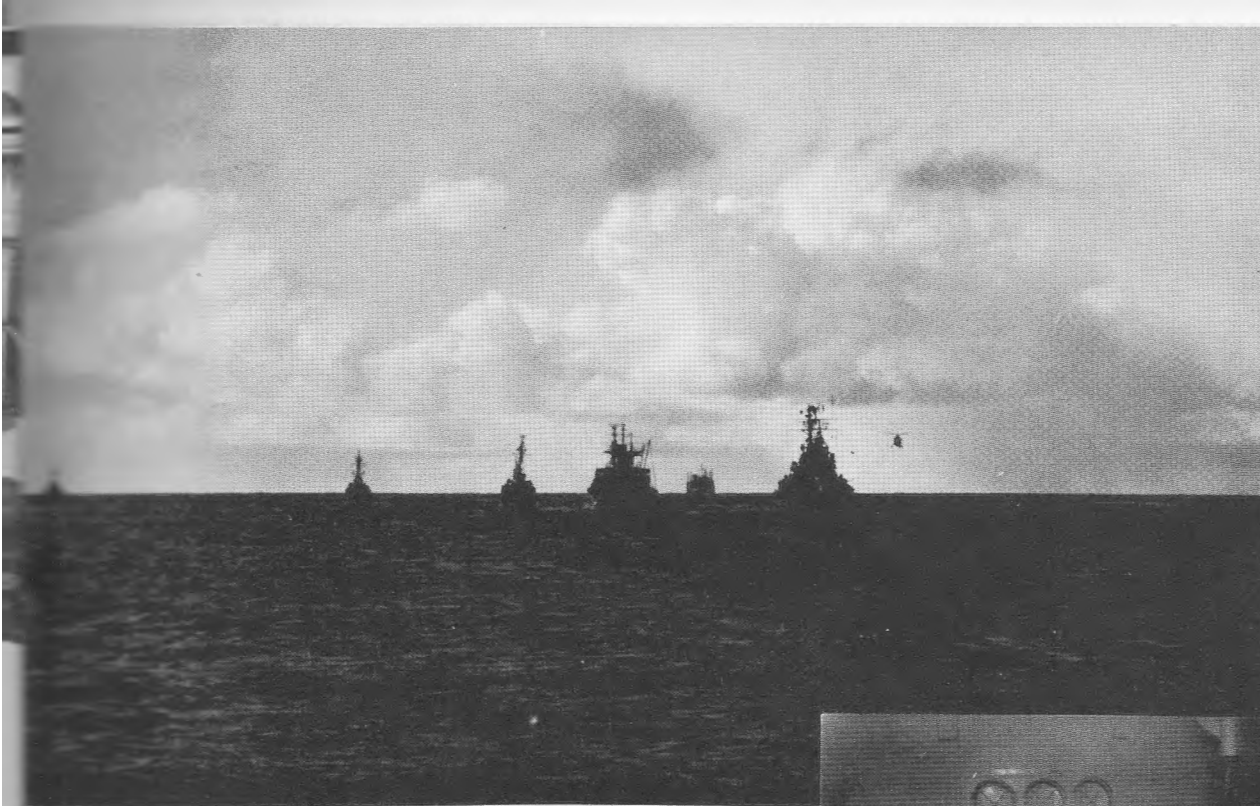
Catholic Mass



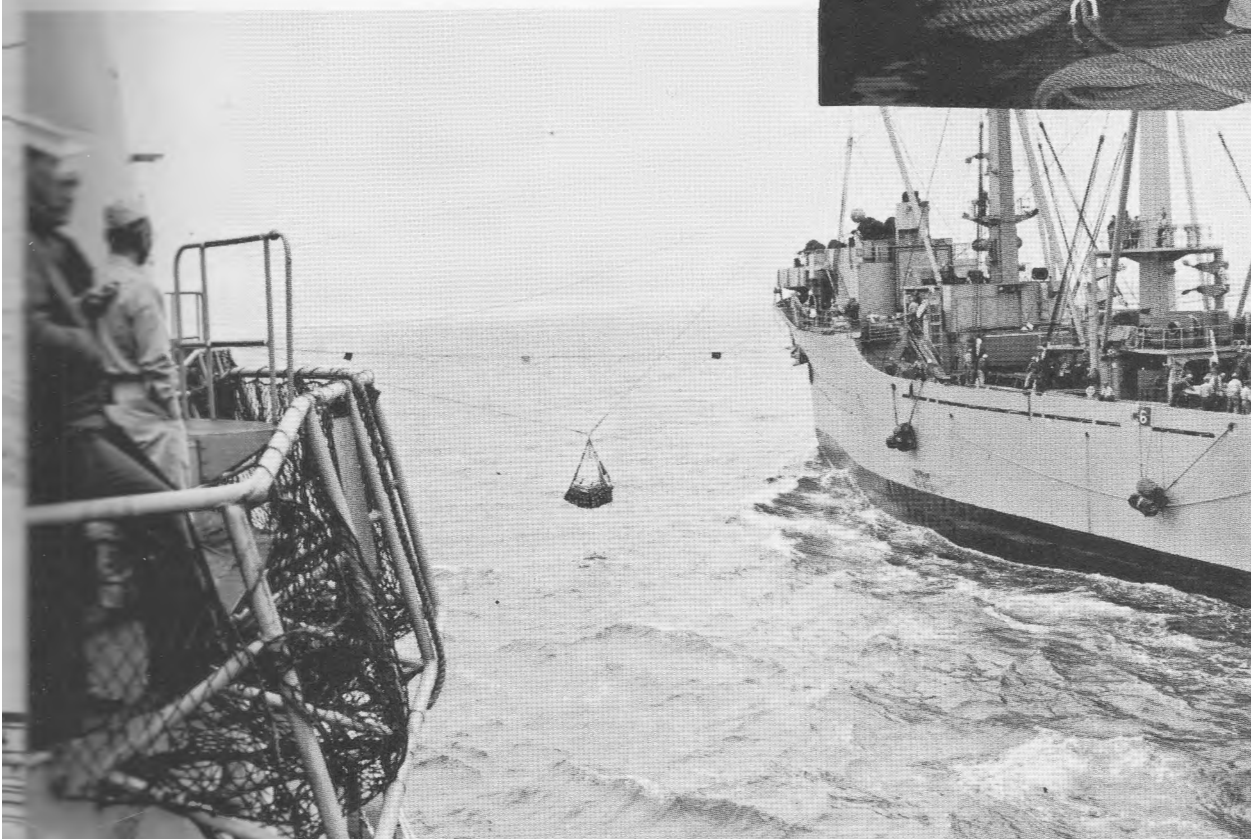
**UNDER WAY**  
**ACTIVITIES**

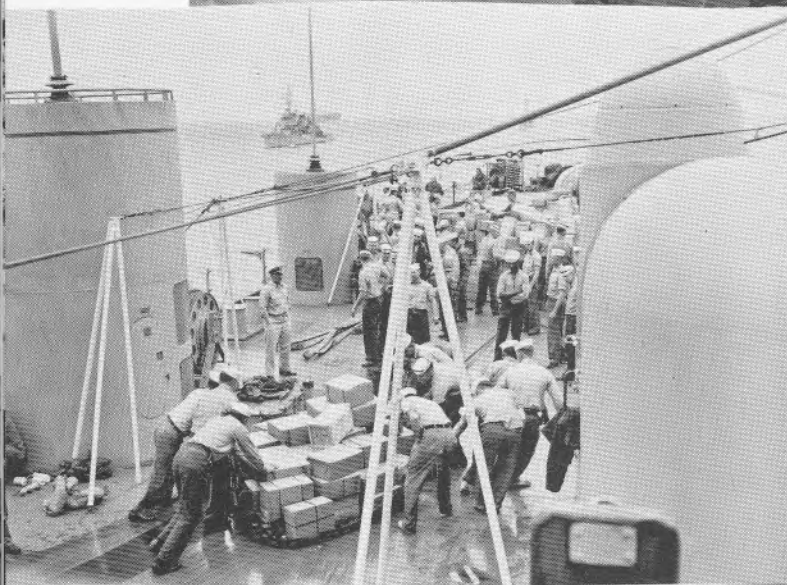




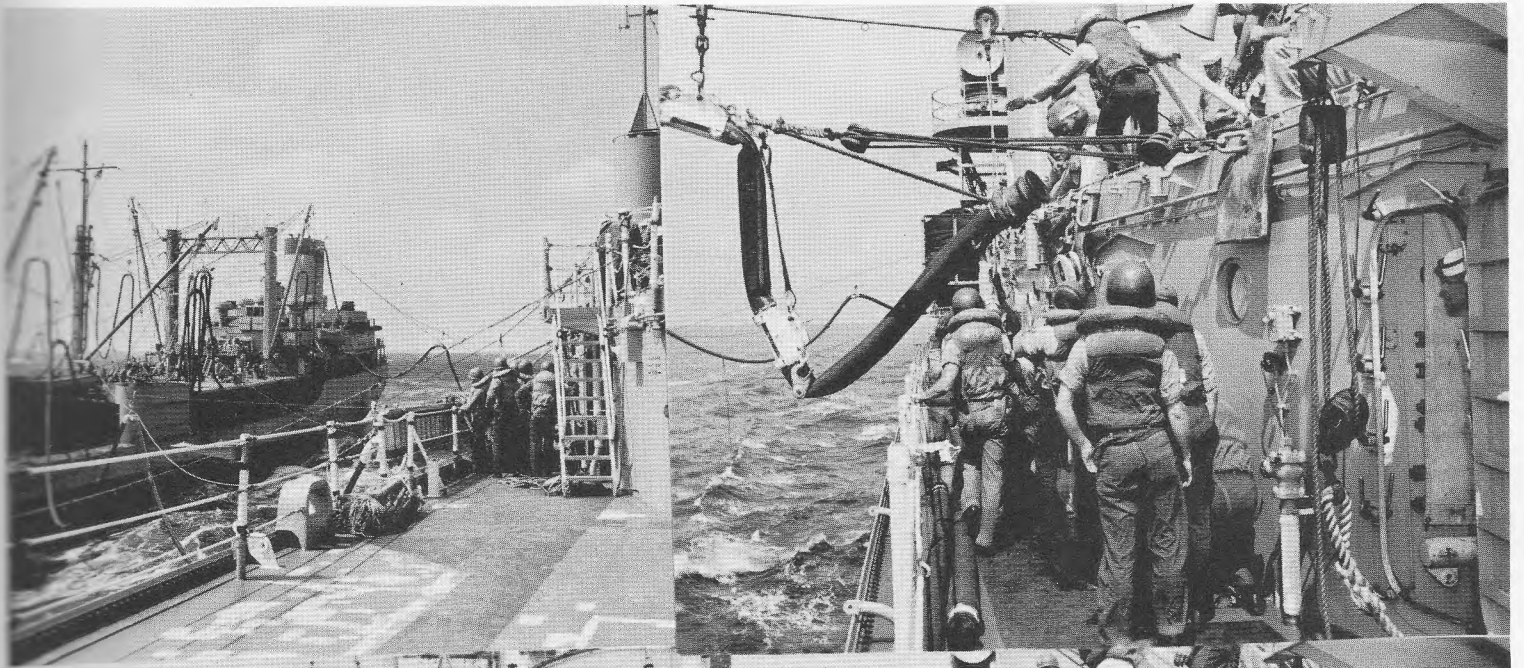


**Refueling, replenishment, and transfers are all a part of life at sea, especially when there is mail to be delivered.**

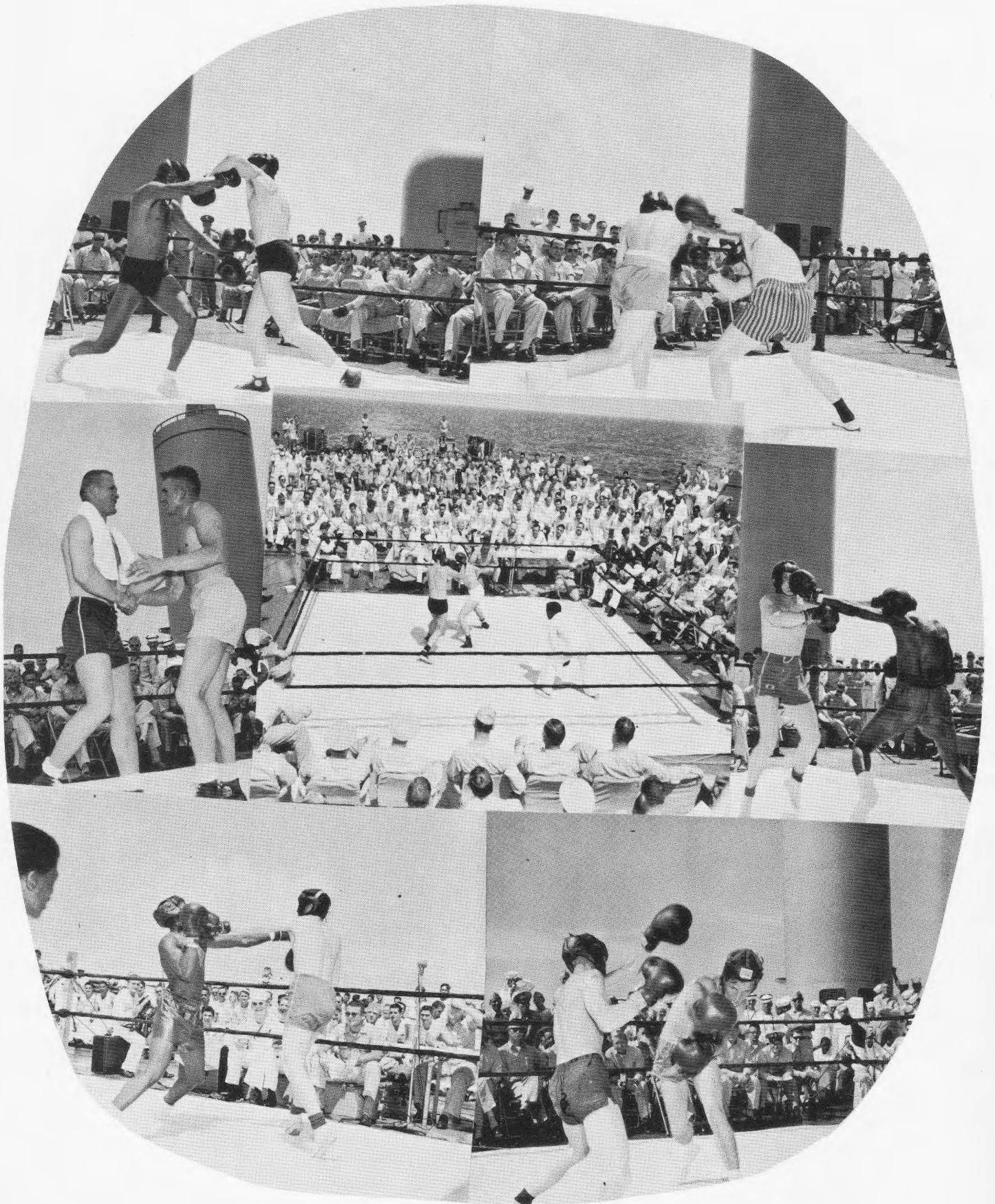




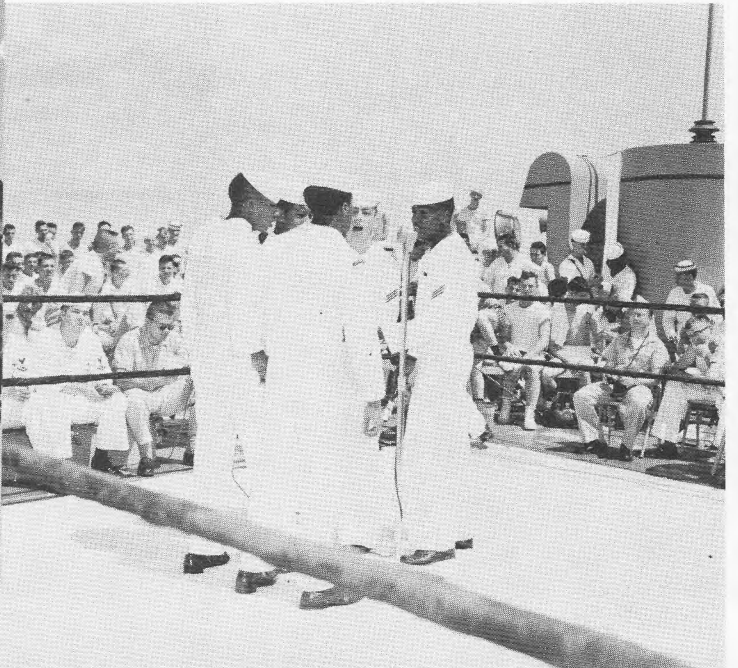
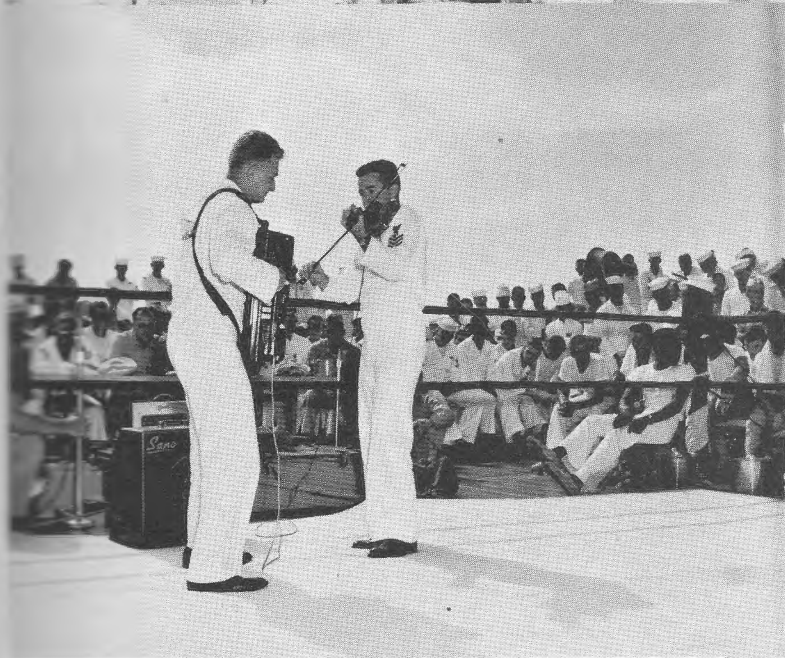
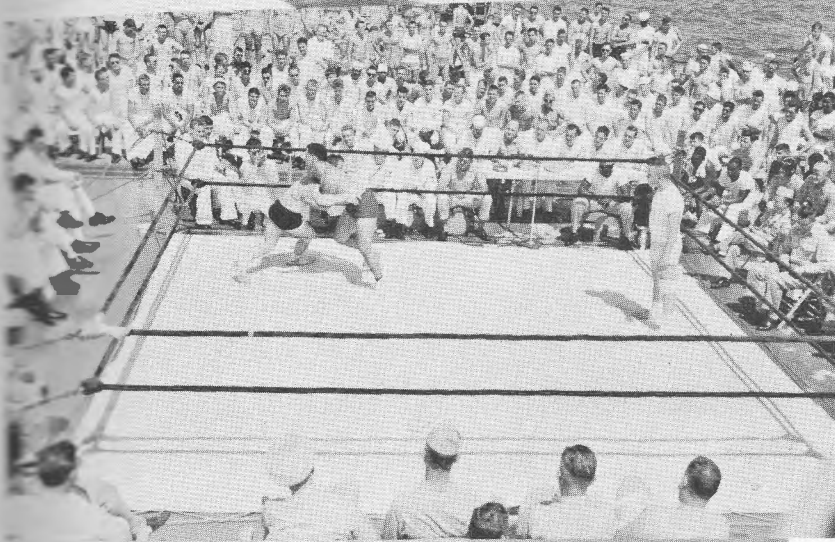
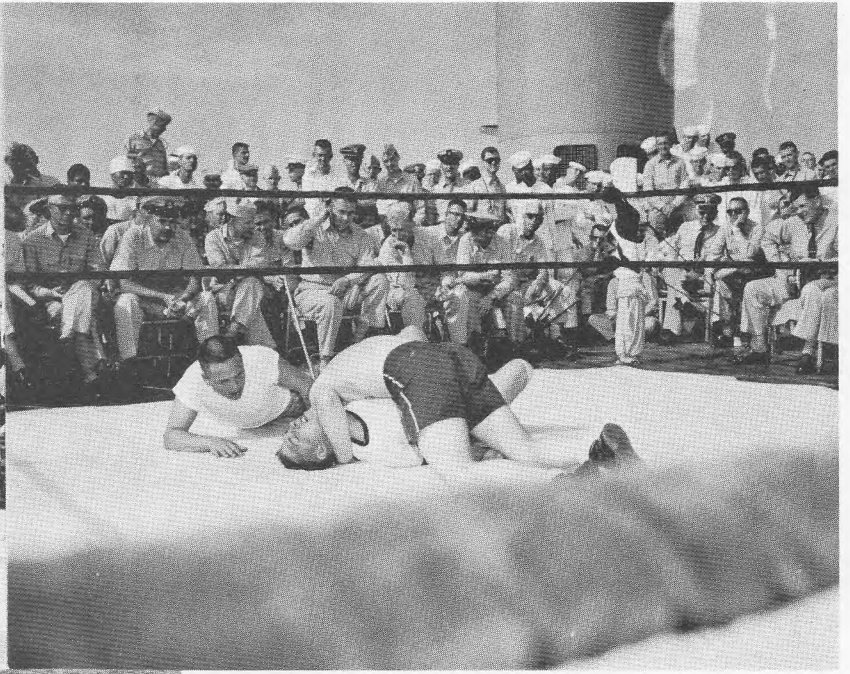
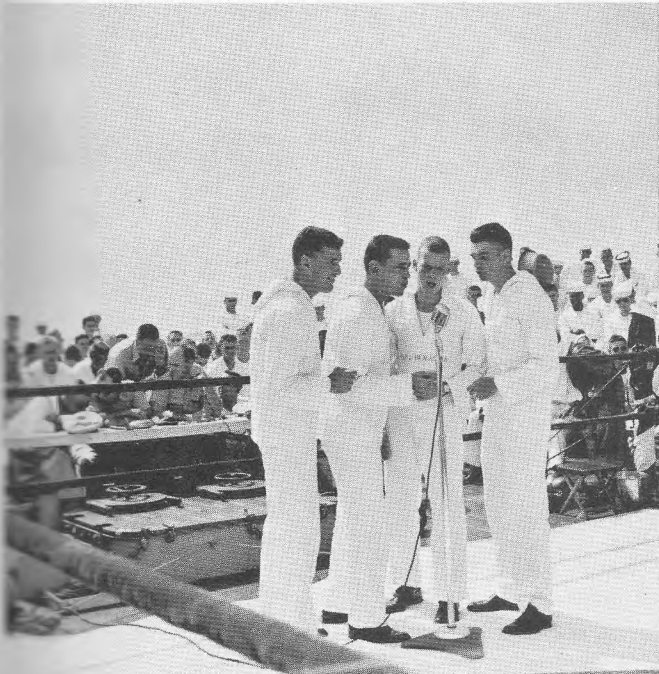




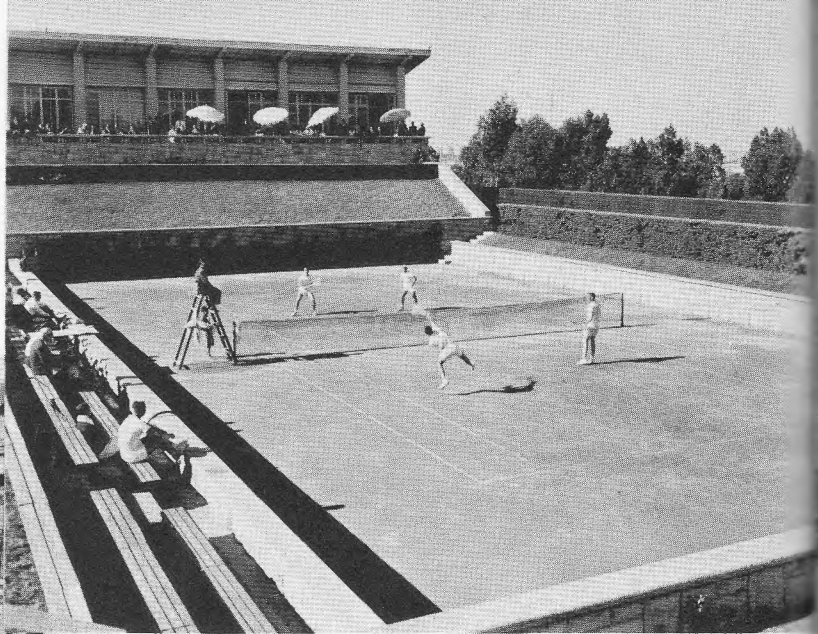
# SMOKER AT SEA



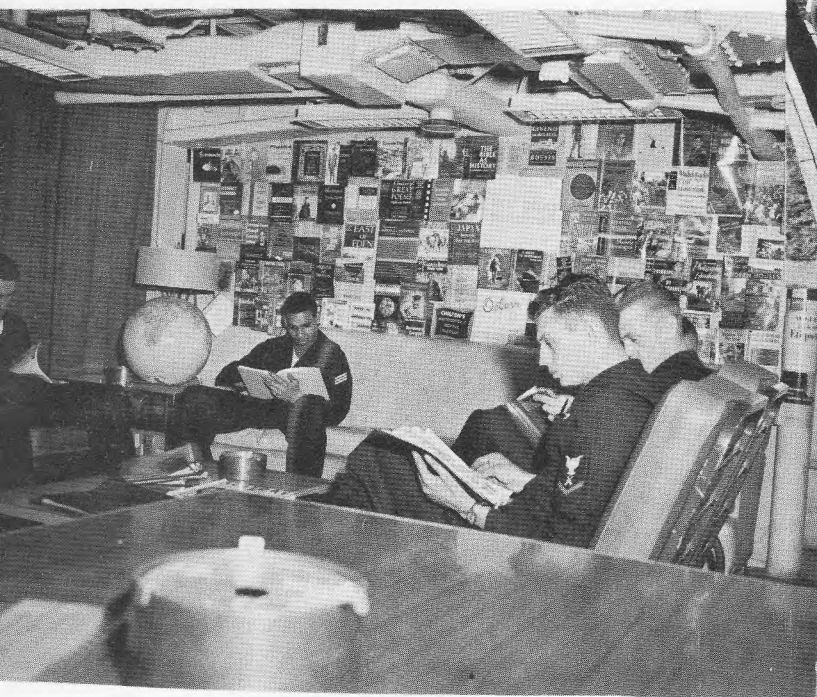




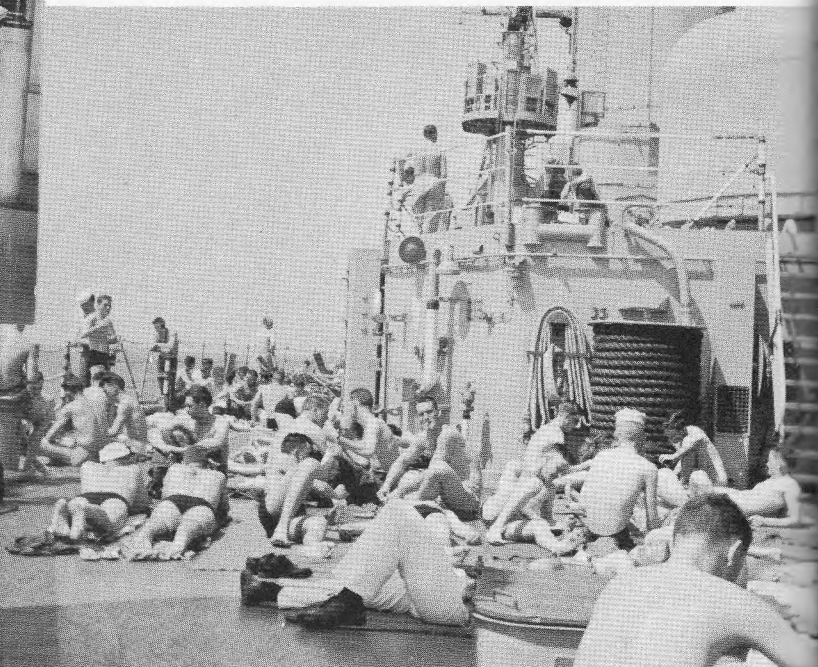
Tennis in Lisbon



The library



Noon hour



"Two beers and two zombies"



# THE QUIET HOURS

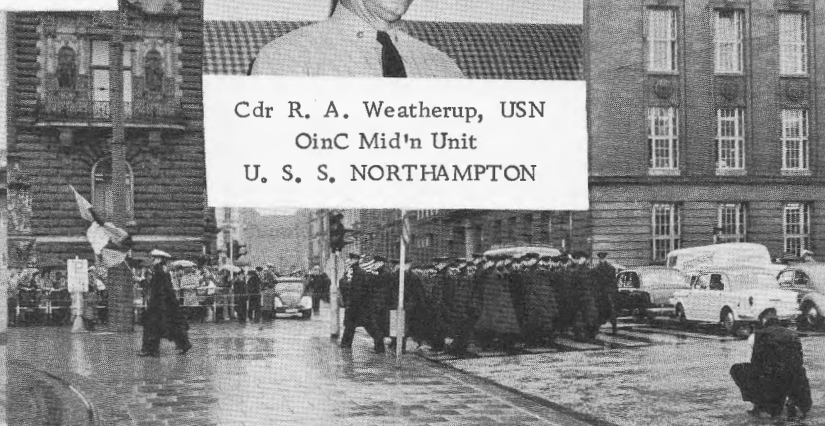
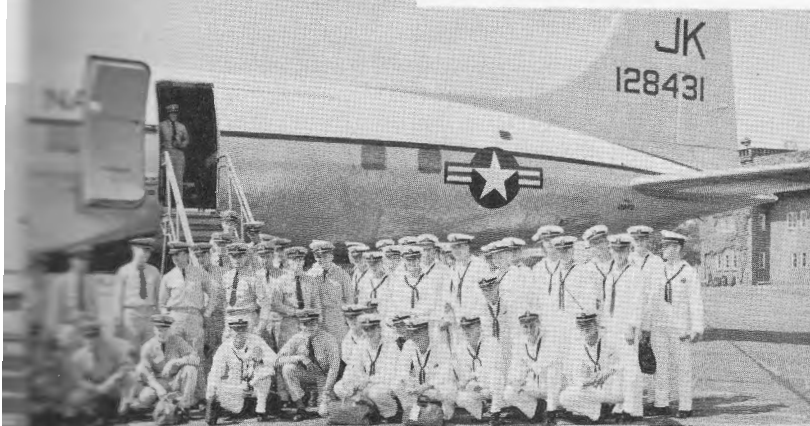




Captain K. G. Schacht, USN  
OinC Mid'n Detachment



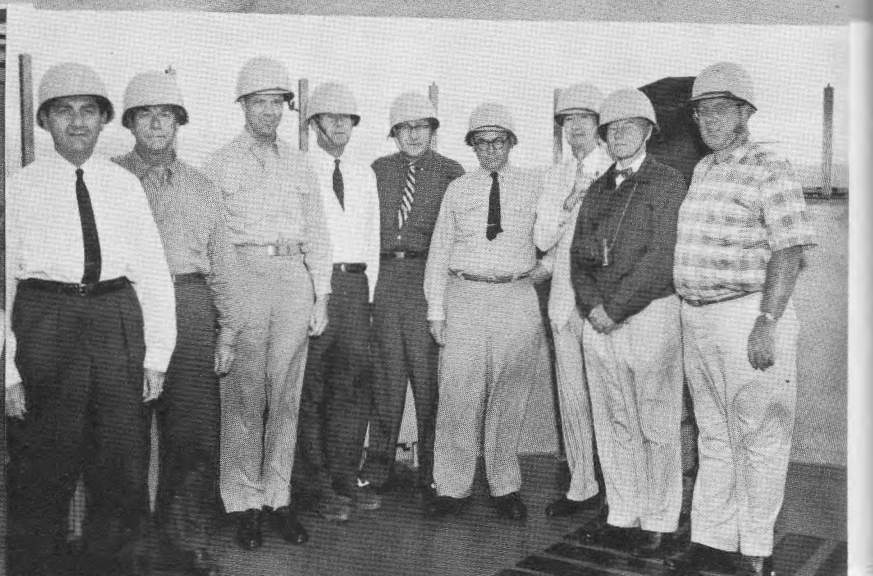
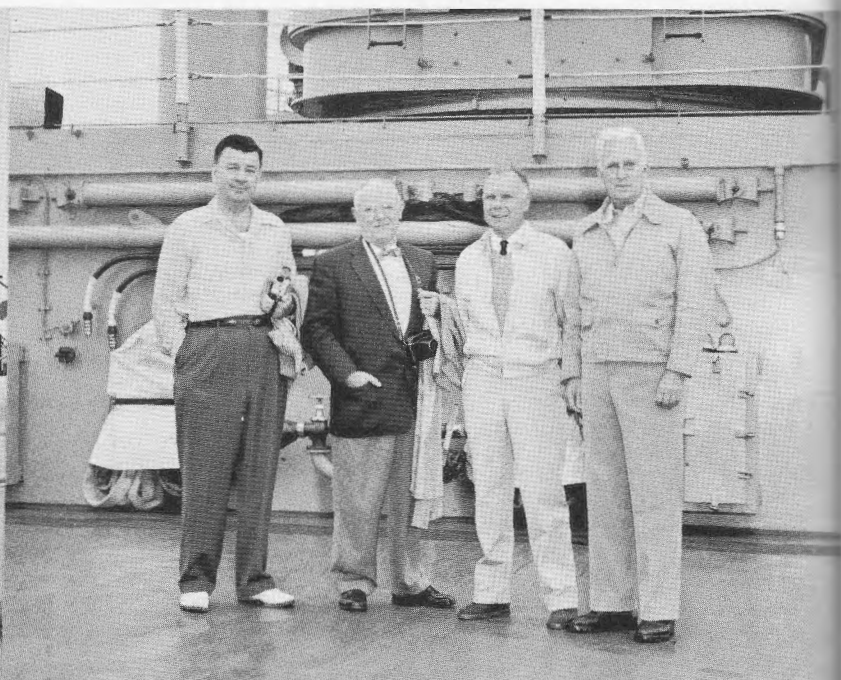
Cdr R. A. Weatherup, USN  
OinC Mid'n Unit  
U. S. S. NORTHAMPTON



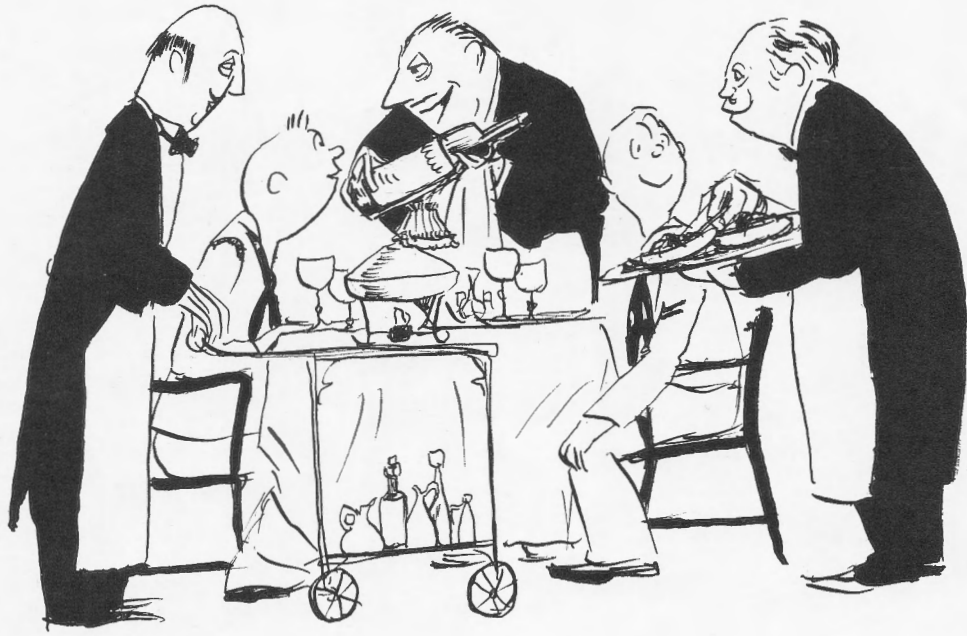
For the most part, the midshipmen were integrated into the ships organization, but there were a few items which had to be cared for on an individual basis. It is our hope that the Middies profitted by their association with us, and we offer our congratulations to those who were commissioned on board at the end of the cruise.



## SECNAV GUESTS



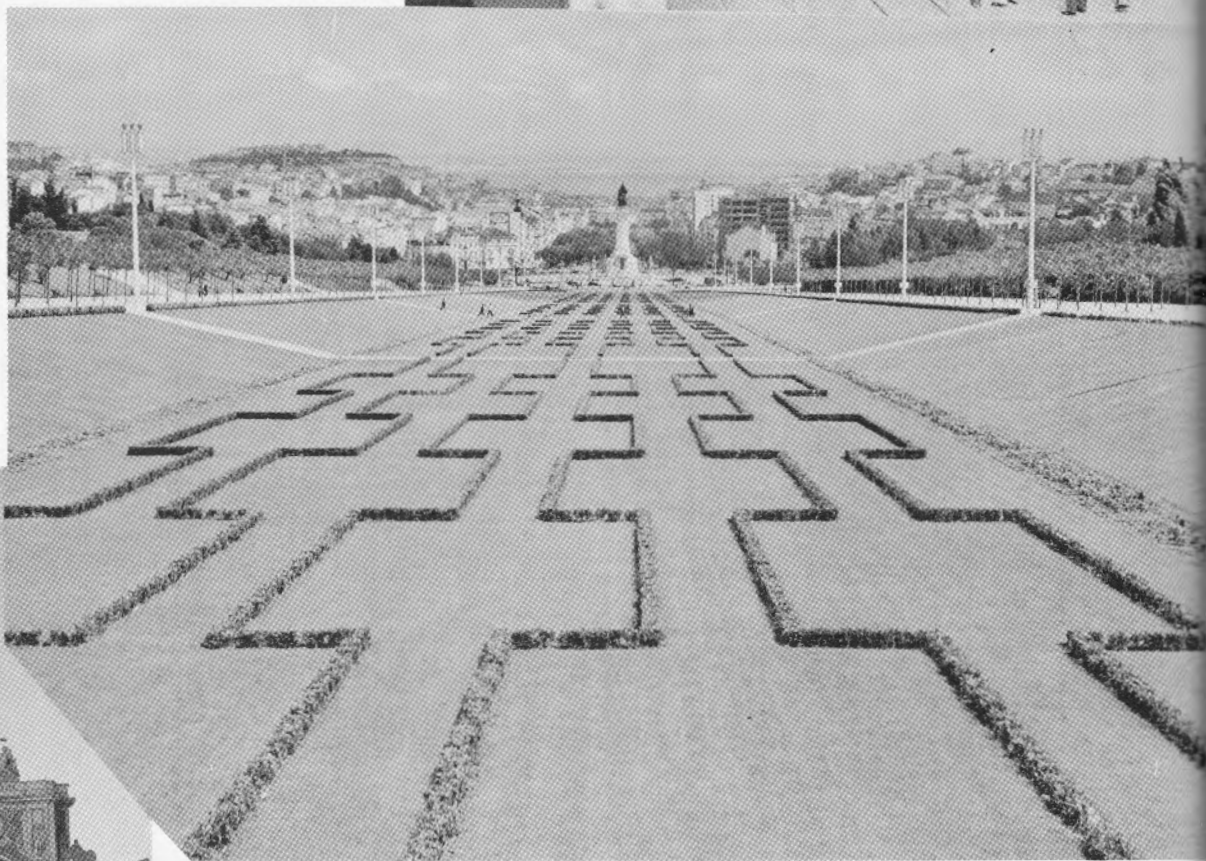




# PORTS OF CALL



# L I S B O N



Lisbon looked like any other city from a distance, but anticipation ran high during the morning. We got securely tied up, and spent the first day getting oriented to the various landmarks. These would be needed later for some night navigation.



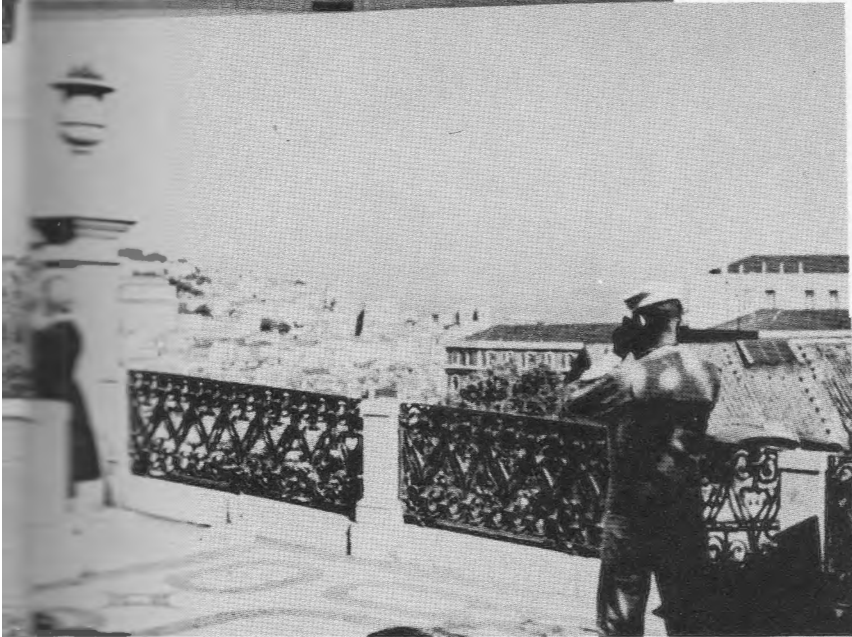
A closer view afforded many interesting sights



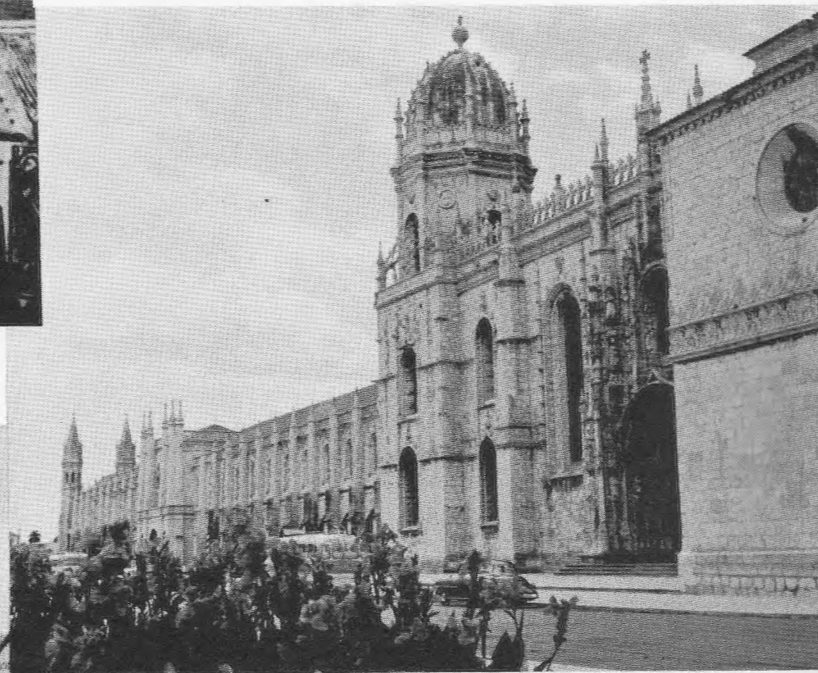
Its many monuments



Its colorful sidewalks



Picturesque views from it's seven hills

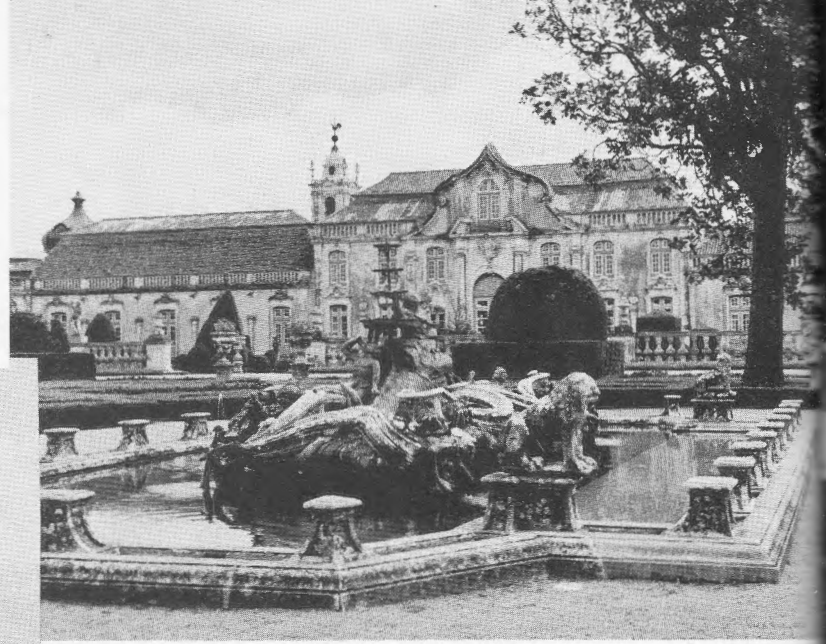


Its magnificent churches, and

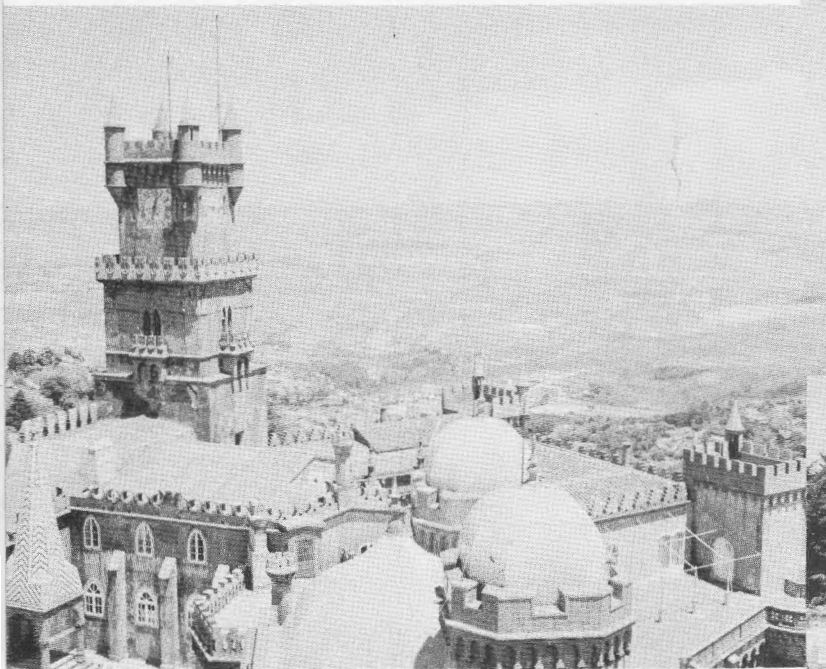


Its busy fish market

The tours out of Lisbon took us through the countryside to



the beautiful garden at Quelus



the heights of Sintra Castle

The 90 mile trip to the rocky hillsides of Fatima was a must for most Roman Catholics.



and the Monte Carlo of Portugal

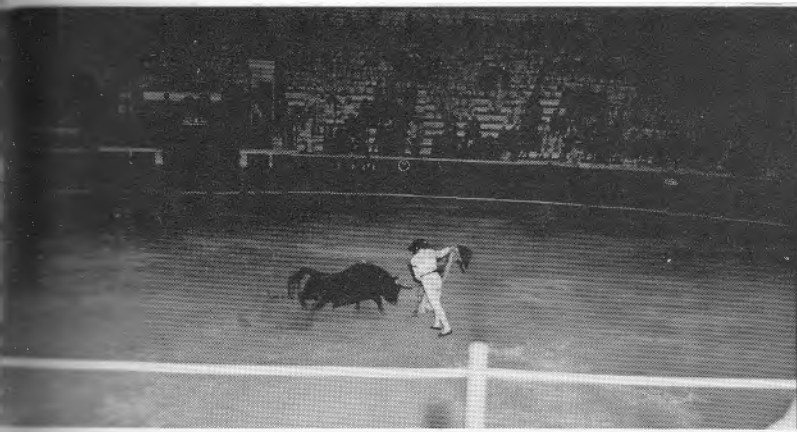


Chapel at site of the Apparition

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The Spanish style



The Nobles' Nimbleness

And the music, entertainment, and liquid refreshments of the night clubs

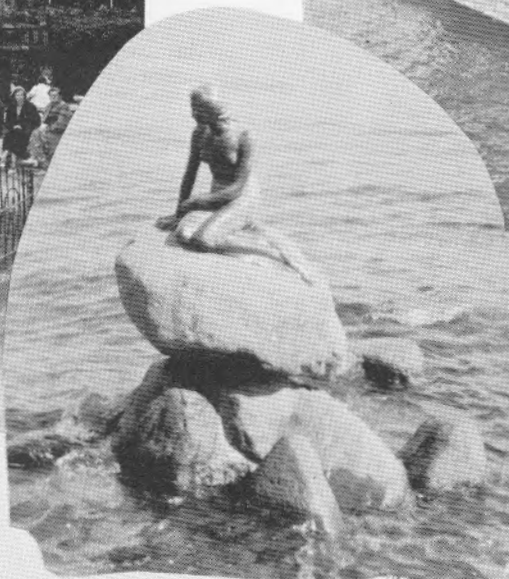


The night life had much to offer - particularly the roars and cheers of the bull ring



The Portuguese Precision  
and  
The American's Amusement





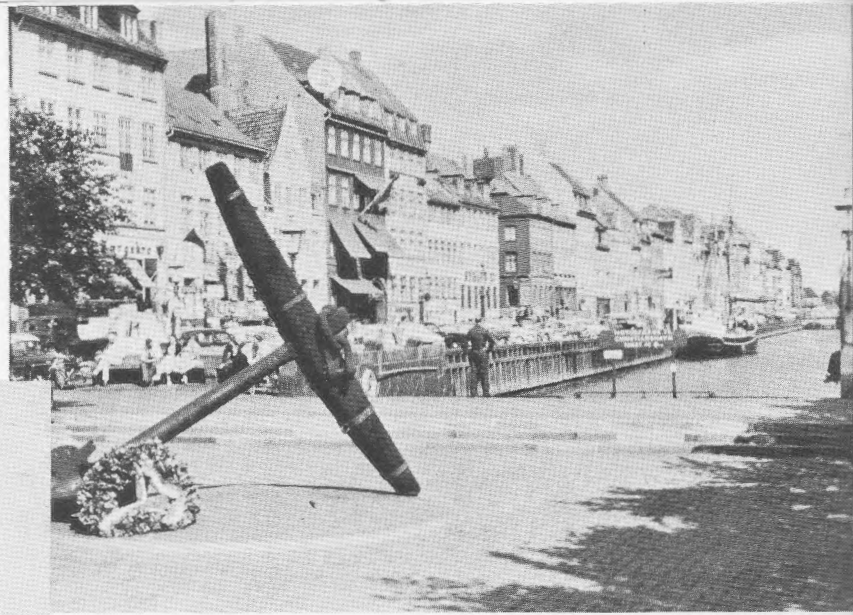
Once out of Lisbon we participated in a couple of NATO exercises, and dropped down the "Kattegat" to that mythical city of Copenhagen.

Here, in the land of Hans Christian Anderson, we saw for ourselves why navymen all praise Denmark. The sights, the people, the food and wine were all we had heard and more. Here, too, we found people could speak to us in our own language. It seemed that even the little children knew English, and were eager to try it out on us.

# COPENHAGEN



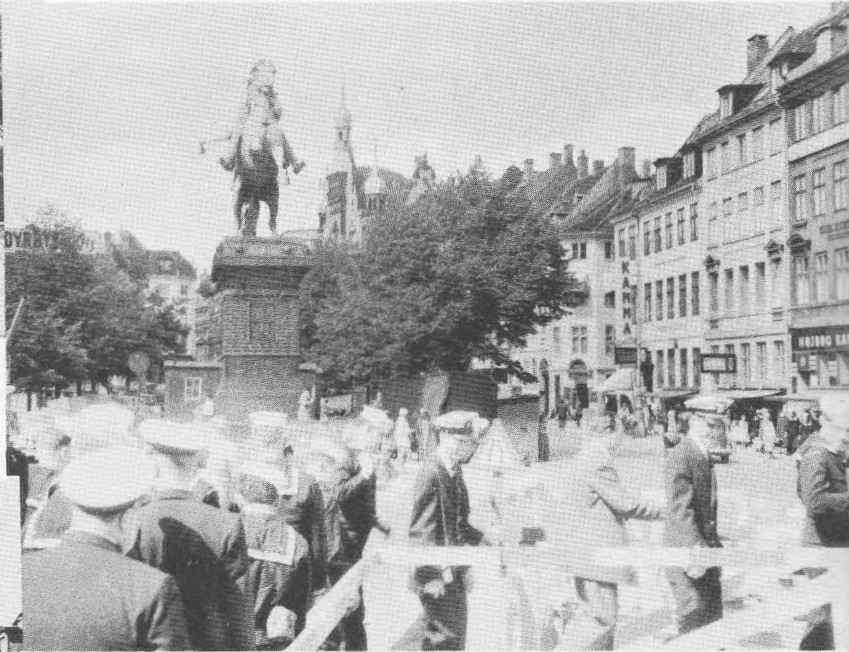
Within the environs of the city itself,  
we found numerous places to go and  
things to see



The busy canal at Nyhavn



The parks with their fountains and statues



The boat ride down the canal to town



Frederikskirken from the dome of  
which we obtained a magnificent  
view of Amalienborg Palace (right)





Old wind mill - Helsingor

In travels about the Island we scurried from country cottages to the palaces and castles of kings.



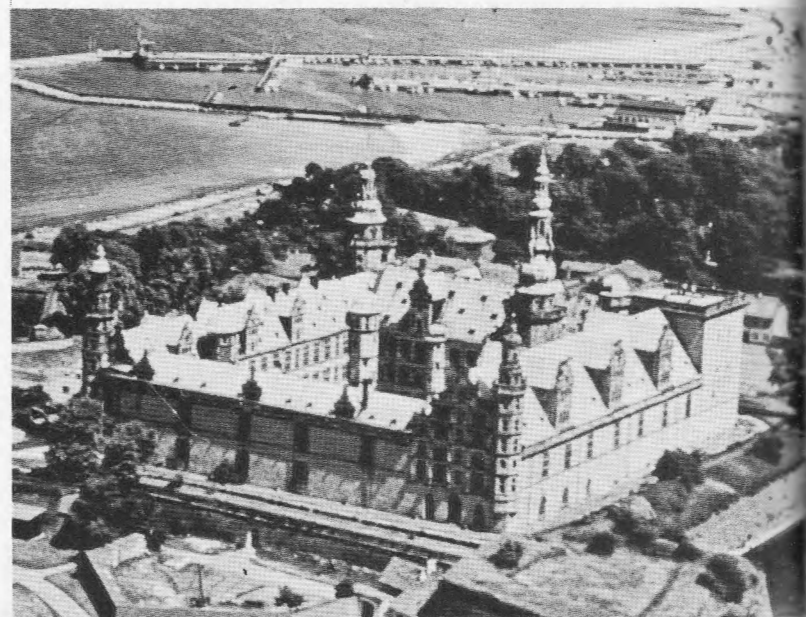
Country cottage - North Zealand



Fredensborg Palace summer home of the present king



Frederiksborg Castle - home of Christian IV



Right - Hamlet's Haunt - Elsinore





Fabulous Tivoli with its outdoor stage shows, concert halls, amusements and garden cafes absorbed many liberty hours.



Dancing on the fantail to the music of 2nd Fleet Orchestra accounted for two most enjoyable evenings.



# HAMBURG



Rathausplatz and the pier



NORTHAMPTON at the Uberseebrucke

After a short trip through the Skagerak and up the Elbe River, we arrived in Hamburg, the home of some of the worlds finest beer.

The people of Hamburg, like all other Germans, are a hard-working, friendly, jolly people. We saw for ourselves how they had rebuilt their city after the war, and what a fine job they did.

Soon enough, though, we were off the ship and in the city. Some of us had friends here, others made friends. We visited the parks and churches, shopping centers and the Reeperbahn. The Germans had prepared for us a heros welcome. We were invited into their homes, took tours of the city, saw how the breweries worked, and took in some of the worlds most cosmopolitan entertainment. A few of us lost our hearts to the Frauleins and vowed to return some day.







Some of the most interesting parts of our visit were the tours to the various points of interest. These included Lubeck, the city itself, the gardens and other out-lying areas.

Our tour of the city took us to the Rathaus, the court building . . .

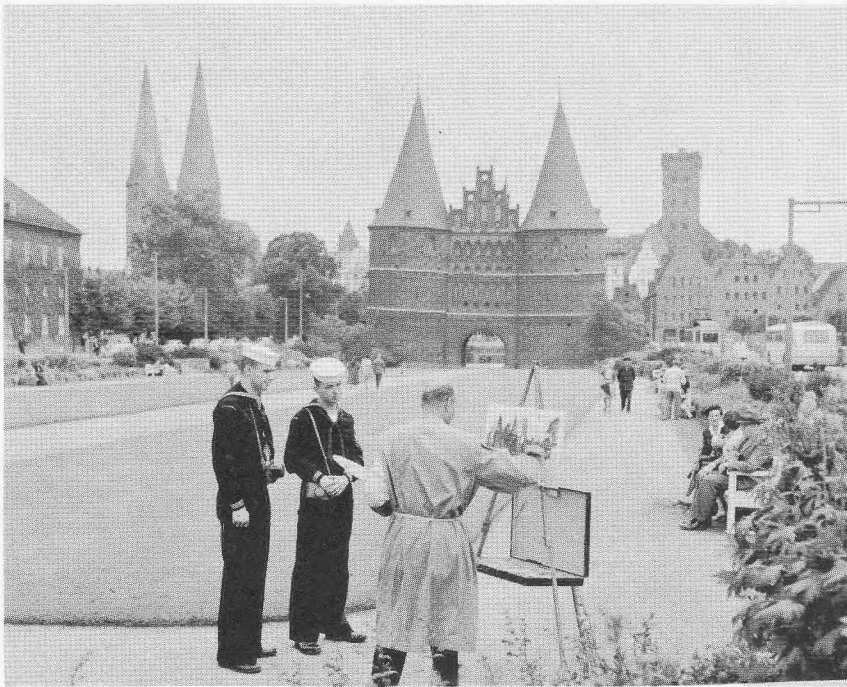


the downtown shopping areas . . .



and climaxed with a boat ride on the Alster





We saw artists at work . . .



watched the world from the towers  
at Lubeck . . .



A few of us even went as far as the East German  
Border.

and saw the ruin of the war.





For some there were 'do it yourself' tours of the city. These usually began with a fine dinner at the Rathauskeller . .



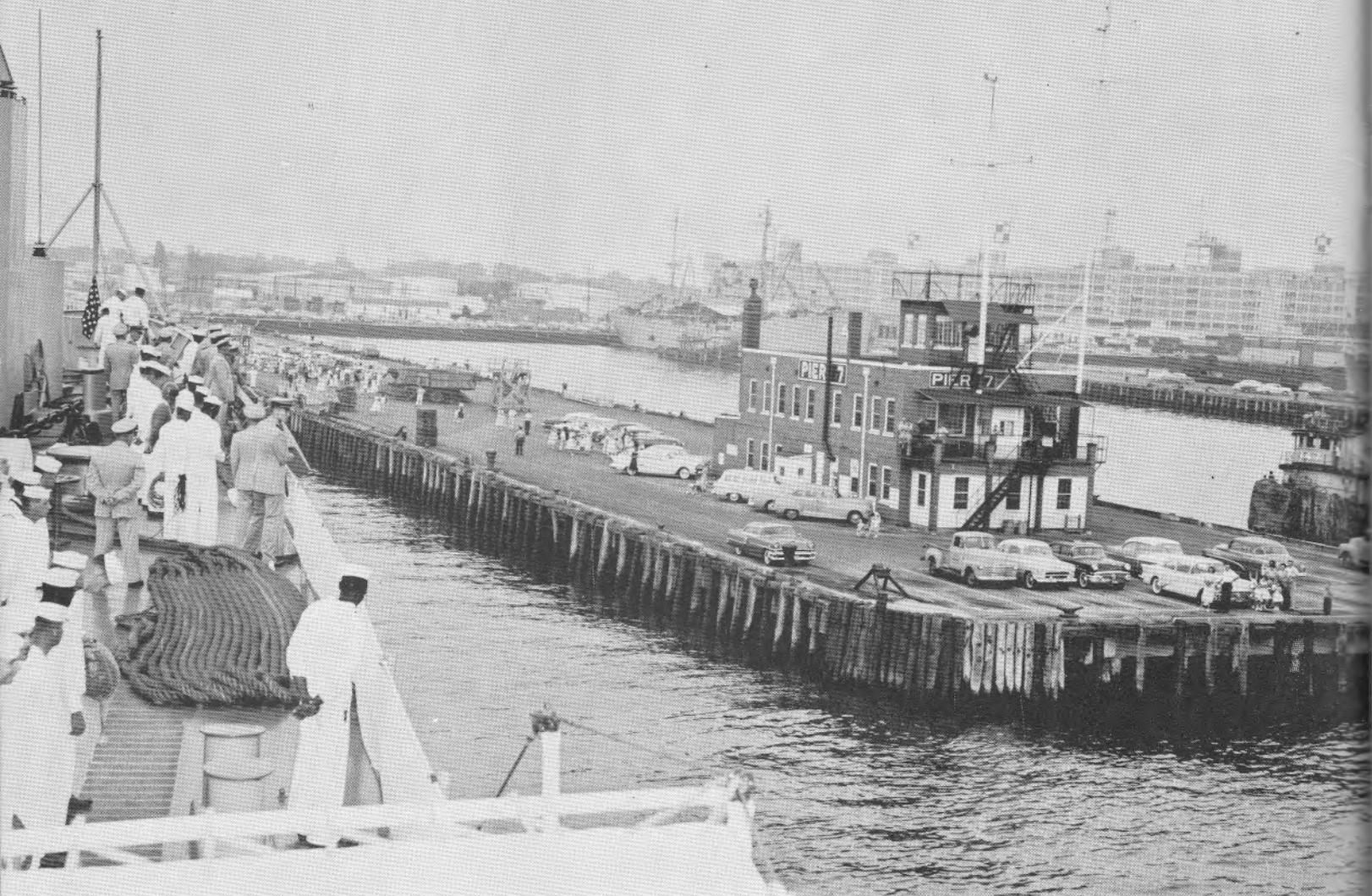
followed by a few quick ones at one of Hamburgs many small taverns . . .



and, as always, a long night of wine, song and good fellowship on the Reeperbahn.

Leaving Hamburg, we began our long homeward trip. For some of us it was the last trip, for others just a long trip. We were tired of roaming now, and just wanted to get home again. Home, to most of us, is Norfolk. At any rate this was where we were headed, and our homes and families couldn't be very far from there.

Early on the morning of the eighth of August we pulled in and officially ended LANTFLEX-1-58.



## ACKNOWLEDGEMENTS

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J.A. Shaeftbauer PH3, I.F. Becker SN

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