

This and the following sheets were handed out to ships visitors in Galveston, Texas



U. S. S. GALVESTON (CLG-3)

WELCOME ABOARD

In order to make your visit enjoyable, and to assist you in seeing the ship with as little "TRAFFIC TROUBLE" as possible, arrows have been posted to show you the direction you should be moving in your tour around the ship. If you will follow these arrows, you will help to avoid traffic jams.

Escorts are posted at various locations to assist you. Do not hesitate to request assistance from them.

Ladies and men's rest rooms have been provided. Passages to these rest rooms lead from the main deck (the deck on which you came aboard) and are clearly marked. Any escort or crew member can direct you.

You may visit any area which is not marked "DO NOT ENTER." Please respect the "DO NOT ENTER" signs.

Thank You

L. M. SLACK
Captain, USN
Commanding Officer

Welcome

Aboard!



SENIOR OFFICERS

Gunnery Officer
CDR W. E. UNDERWOOD

Ass't Gunnery Officer
CDR J. E. CULP

Engineering Officer
LCDR S. PACKER

Supply Officer
LCDR V. P. MOORE, Jr.

Chaplain
LCDR R. D. BODLE

Medical Officer
LT L. I. KOCH

Operations Officer
CDR R. H. WELLER

Dental Officer
LCDR G. R. GREEN

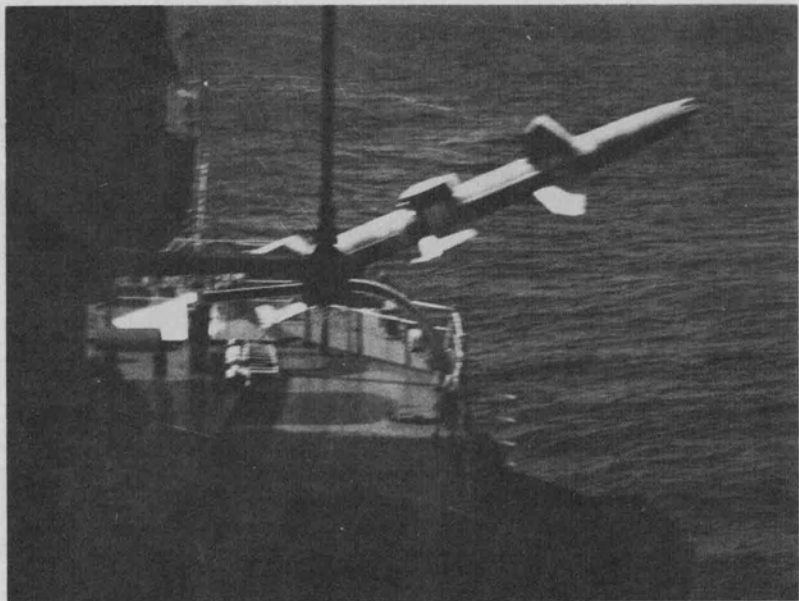
Navigator
LCDR W. T. REILLY

CIC Officer
LCDR J. F. TARPEY

Missile Officer
LCDR G. CLARK, Jr.

Marine Officer

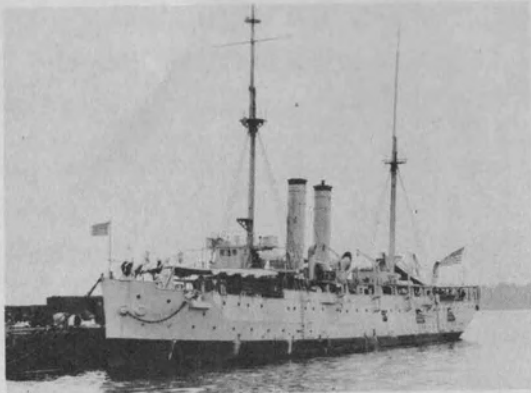
CAPT H. C. DEUTSCHLANDER, USMC



GALVESTON FACTS..

Length	608 ft.
Speed	30 knots
Displacement	14,600 tons
Complement	89 officers 1200 men
Armament	6 - 6"/47 rifles 6 - 5"/38 rifles
	TALOS
Draft	25 feet.
Beam	64 feet.





HISTORY

GALVESTON is the second ship to bear the name of the Texas port city. The first GALVESTON was built in Richmond, Virginia. Miss Ella Sealey of GALVESTON sponsored the ship at the launching on July 23, 1903. The GALVESTON of this earlier day was termed a cruiser. She was 308 feet long and had a maximum speed of 16 knots. Her first cruise took her to France.

During 1905 she was at Oyster Bay, N. Y. and at Portsmouth, New Hampshire during the Russo-Japanese peace conference. Between 1906 and 1910 she saw duty in the West Indies, the Philippine Islands, Vladivostok, Siberia, and throughout the Pacific Arctic region. In 1910 she was placed out of commission at Bremerton, Washington.

She again saw active service with the fleet in 1913 in Asia and in 1915 became a unit of the famous Yangtze River Patrol. After war was declared she was used in naval convoy service in the Pacific and later in the Atlantic. At the end of hostilities she served as flagship for U. S. Naval Forces in European waters. From 1921 through her deactivation and sale in 1930 she served along the Atlantic coast.

The famous cruiser was sold in 1930 in accordance with the terms of the London Treaty for the Limitation of Naval Armament.

THE GUIDED-MISSILE CRUISER GALVESTON

The keel of the USS GALVESTON was laid on February 20, 1944, late in World War II at Philadelphia and she was launched on April 22, 1945. Mrs. Clark W. Thompson, wife of Congressman Thompson, sponsored the vessel.

Although nearly complete, construction was suspended on June 24, 1946 as part of general demobilization following the war. She was not commissioned into naval service but was placed in the reserve fleet at Philadelphia.

On August 15, 1956, almost ten years later, her hull number was changed from CL-93 to CLG-3 and her conversion to a guided missile light cruiser was begun at the Philadelphia Naval shipyard. Her commissioning took place on May 28, 1958 when she officially joined the Navy team.

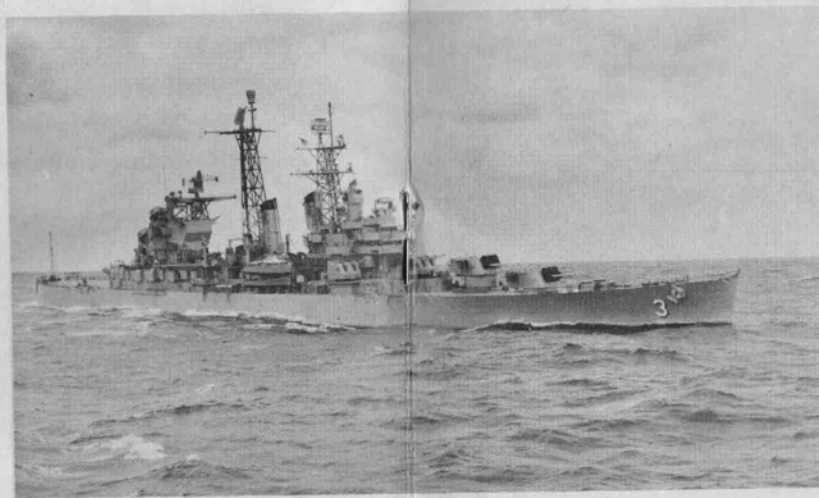
GALVESTON again made her mark in February 1959 when she fired the first TALOS missile ever launched at sea. Marking the inauguration of a new concept of air defense, this first shot roared home to a direct bulls-eye, justifying in a brief instant the labors of many months, and the confidence and trust placed in GALVESTON.

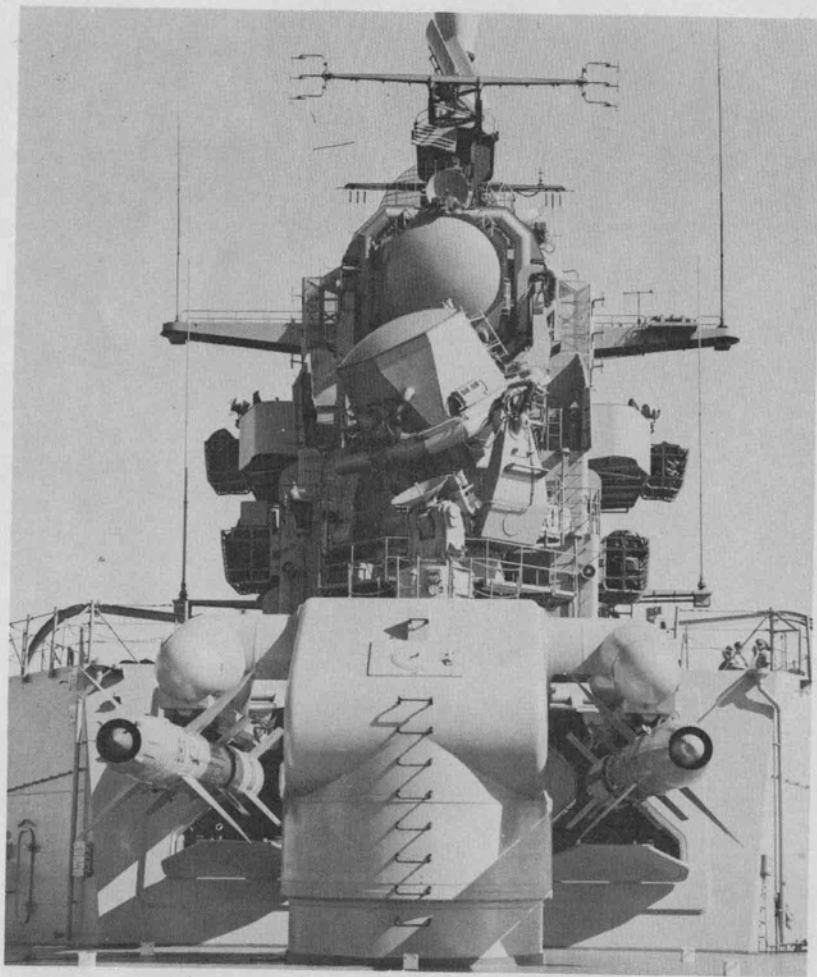
GALVESTON has a length of 608 feet with a total displacement of 14,600 tons. She is the first ship to be equipped with the new TALOS missile capable of tracking down enemy aircraft flying well over the speed of sound. Five and six inch guns back up the TALOS missile for shore bombardment and close-in anti-aircraft fire. GALVESTON has a speed rated at better than 30 knots.





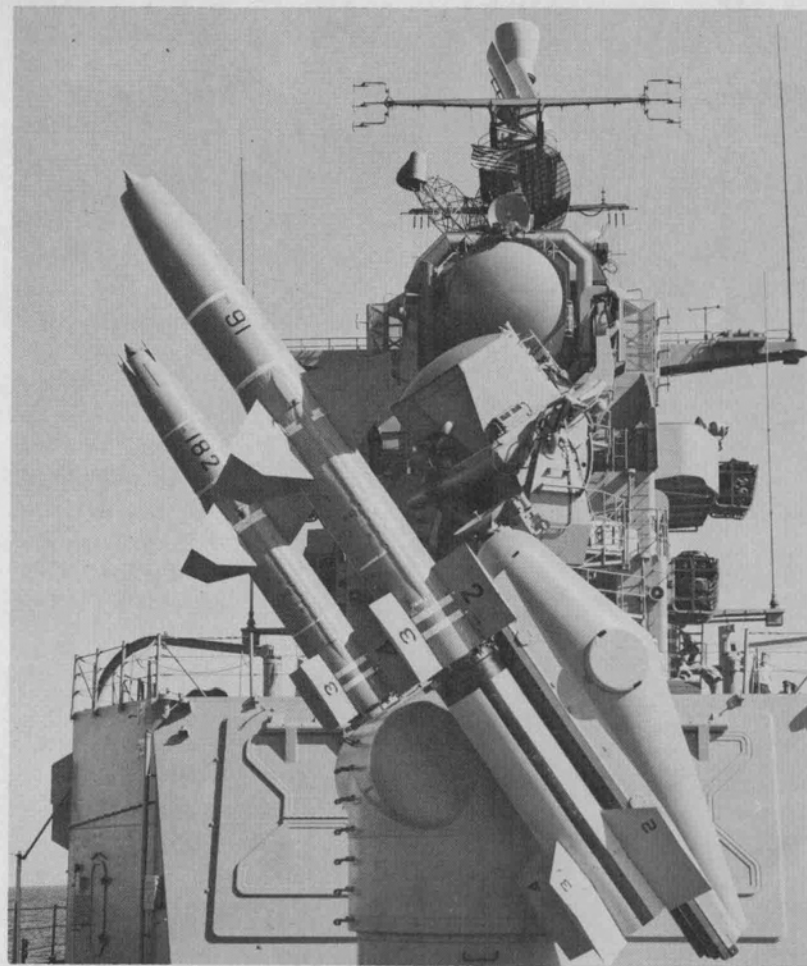
AS OTHERS SEE US





GALVESTON'S FIRE POWER

Talos is the latest of the Navy's surface to air missiles. It is a supersonic ramjet-powered missile with a range greater than 65 miles. Controlled by the Navy's latest guidance radars, the missile is guided first by control units within the Galveston and finally with its own built-in "brain," Talos senses the target and steers itself in for the "kill."



The ramjet engine — a virtual "flying stovepipe" develops 40,000 pounds of thrust using kerosene as fuel. The speed attained is well over that of sound. A solid fuel booster, developing 100,000 pounds of thrust, lifts the 3000 pound missile from its GALVESTON deck and accelerates it through the sound barrier. The ramjet then takes over, the 10-foot booster drops away, and the Talos is ready to do its job.



USS GALVESTON (CLG-3)

*"The U. S. Navy's First Long Range
Guided Missile Cruiser"*