

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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MARCH 1963



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Nav-Pers-O

NUMBER 554

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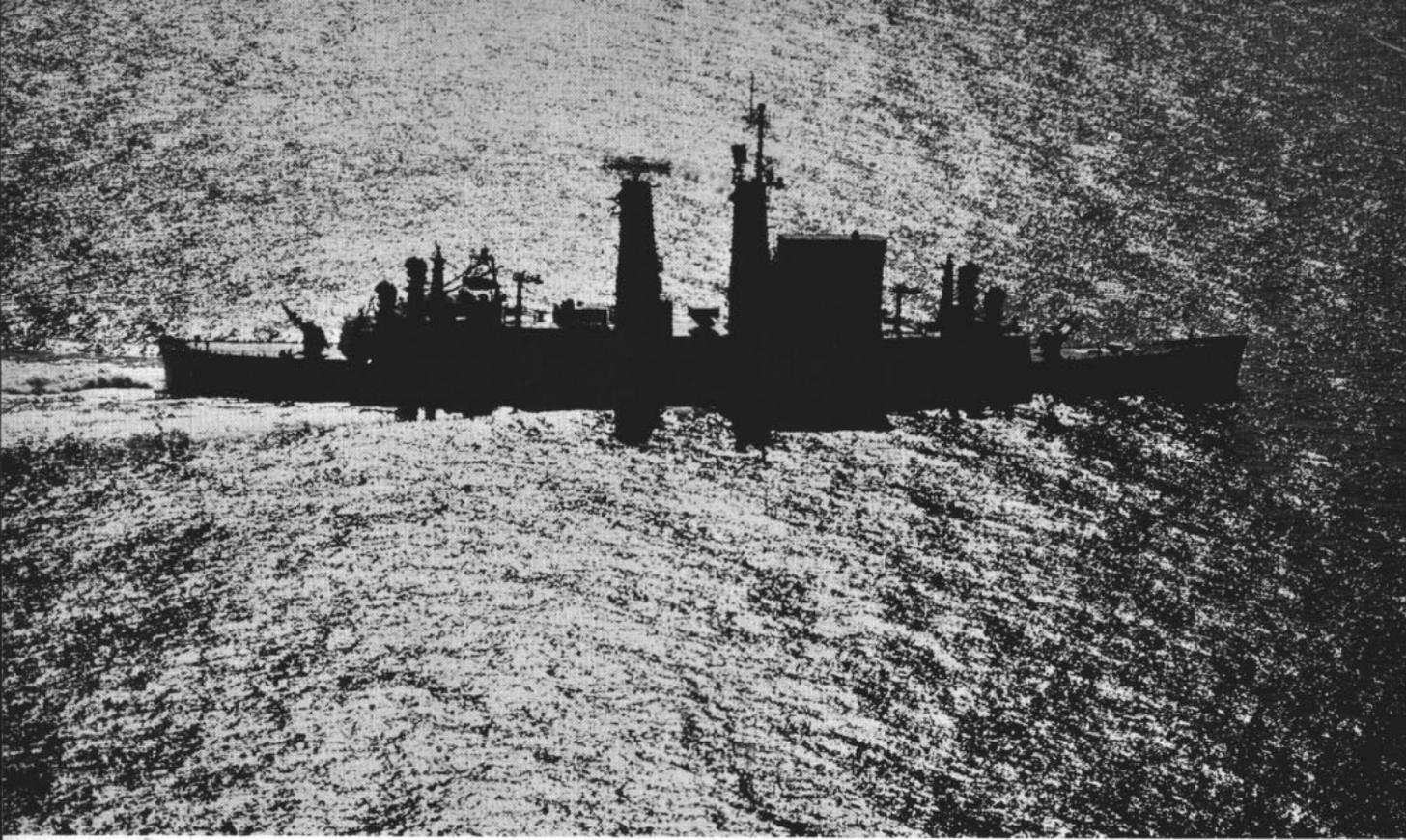
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• **FRONT COVER: BRIDGE WORK**—Quartermaster mans the ship's wheel as a bo'sun's mate explains gear to new man on ship cruising through Pacific waters. Sorry, neither men, ship nor photographer were identified.

• **AT LEFT: PLENTY TO SMILE ABOUT**—Wives, children and friends of crew members of the Seventh Fleet flagship USS Providence (CLG 6) wait on pier for ship to dock as men on board USS Topeka (CLG 8) look on.

• **CREDIT:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



BACK AT SEA — USS Albany, first of three all-missile cruiser conversions, shows off new silhouette of CGs.

MACK JOINS THE CRUISER

"MAC" MAY BE A somewhat informal term occasionally used in addressing unfamiliar persons, but Navymen have given it a different spelling and more polite meaning. In Navy terminology, "mack" means a combination of mast and forward stack, which is a new idea in ship superstructure.

Two guided missile cruisers, converted from heavy cruisers, have

been recommissioned and are the first to carry "mack." They are USS Albany (CG 10) and Columbus (CG 12). One other former heavy that is to receive a mack is Chicago, scheduled to rejoin the Fleet sometime in early 1964 as CG 11.

Albany and Columbus have been rebuilt from the third deck up. Towering superstructures are made largely of aluminum to prevent top-

heaviness. Columbus is taller, from the keel to the top of the mast, than aircraft carriers of the Midway class. The mast is removable so that the CGs may pass beneath bridge spans at the entrances to some harbors.

Spaces inside the superstructure just forward of the mack are used for radar, communications, and facilities necessary for the functioning of an admiral's staff. Part of this superstructure houses the navigating bridge. An elevator that holds six men makes it possible to move rapidly from the main deck to the 08 level.

WHEN ALL THREE CGs are added to the Fleet's operating cruiser force, the Navy will have a total of 12 cruisers with guided missile capability.

The three aforementioned ships will carry two five-inch gun mounts each. They are armed with Talos, Tartar and Asroc (antisubmarine rocket) missiles. They carry twin Talos missile launchers fore and aft, twin Tartar launchers to the port and starboard of the bridge, and an eight-missile Asroc launcher amidships.

The long-range punch of these

LOOK AT THIS — New type lockers on the missile cruisers are under bunks.



cruisers for surface-to-air is provided by their *Talos* missiles. *Talos* are long range missiles approximately 30 feet long and weighing a ton and a half apiece.

Tartar missiles provide a knockout punch for close-in air protection. They are only 15 feet long and slightly more than one foot in diameter, with a shorter range than *Talos*.

The launching systems of these missiles carry the birds in a fully ready position in the missile house. In operation, the missiles are automatically selected and loaded onto the launcher, pointed in the direction called for by the fire control system, and launched at an exact pre-computed instant to hit their target at the most desirable range.

Besides *Talos* and *Tartar* for air targets, the new CGs will be a threat to submarines because of their *Asroc* missile systems. *Asroc* missiles are 15 feet long and weigh about 1000 pounds each. They can track down and destroy a submarine several miles away.



HERE SHE COMES — *USS Columbus* (CG 12) is all new from third deck up.

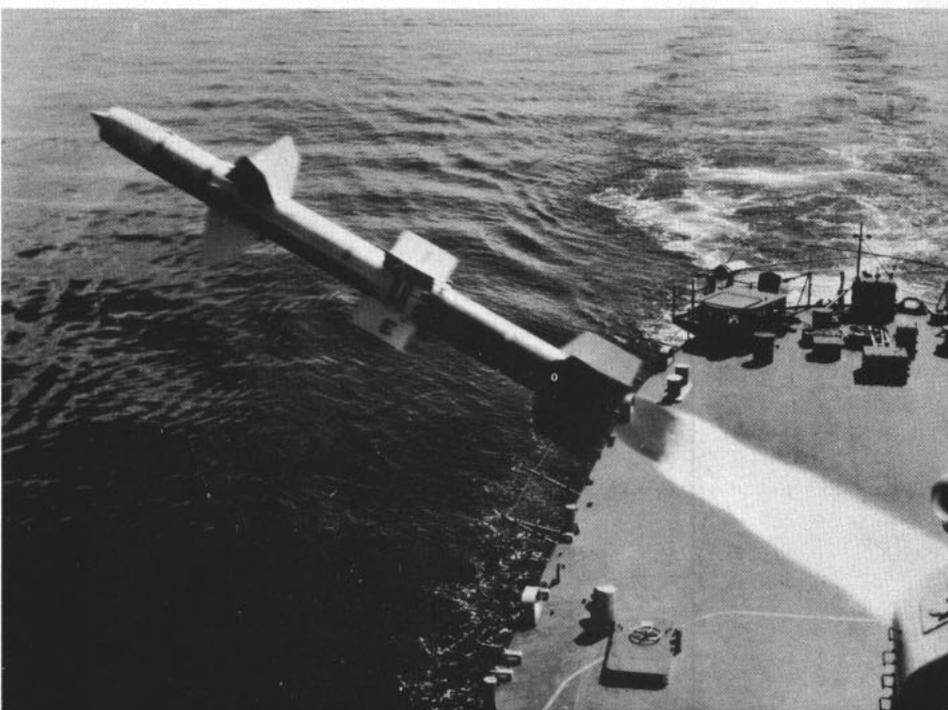
each bunk has an air-conditioning outlet.

LIKE MOST SIZABLE Navy ships, the CGs have all the facilities of a city—from a cobbler shop to a hospital. *Columbus* has a seven-bed hospital ward in addition to an isolation ward. Also available is a modern operating room to be used in case of

emergencies at sea. Many spaces, such as the barber shop and CPO lounge may be converted into emergency medical stations during wartime.

Both *Albany* and *Columbus* carry two helicopters for use in antisubmarine warfare and replenishment exercises. The versatile craft can also

MISSILE CRUISER lets loose with a dual-purpose *Talos* guided missile.

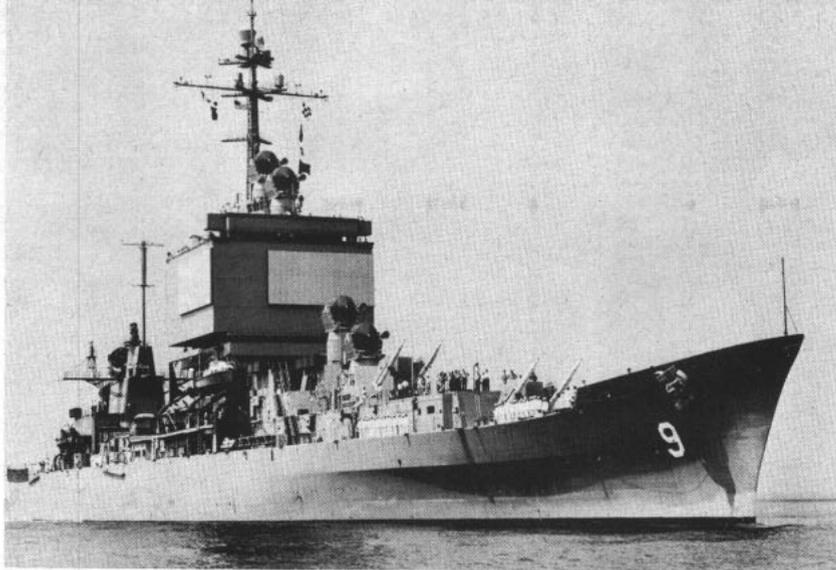


FORCES

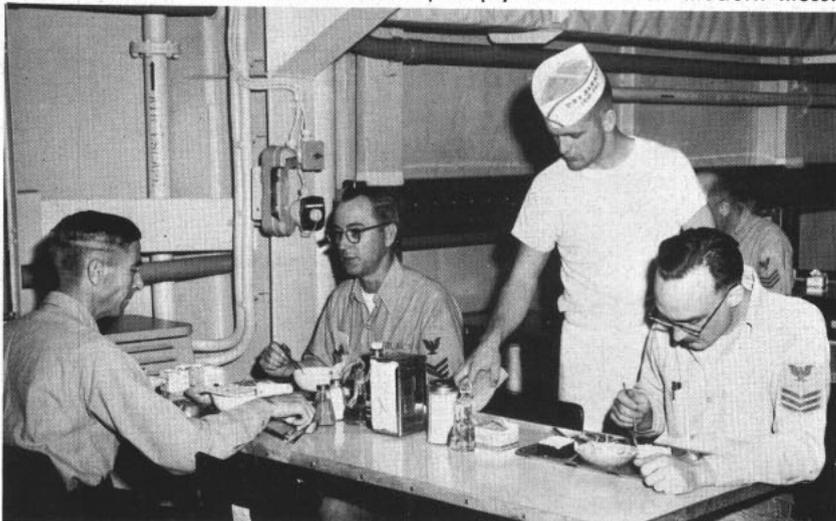
A CREW OF A DIFFERENT type from that of the standard heavy cruiser is needed for manning these ships. Many gunners' mates are replaced by guided missile technicians, who handle the maintenance of the guided missiles and guidance systems, and the actual launching of the missiles. A great number of men are needed in the electronics, communications and radar fields, due to the amount of technical gear carried by the CGs.

Living conditions on board the new ships have undergone several changes. Bunks in enlisted men's living compartments are no longer stacked in tiers of four. They are in tiers of three. Each bunk bottom lifts up to reveal a locker underneath, and each bunk is equipped with a foam rubber mattress. These lockers not only take up less room in a compartment than upright lockers, they also hold more gear. Each man has a reading lamp attached to his bunk, and all berthing compartments have adjacent toilet and shower facilities.

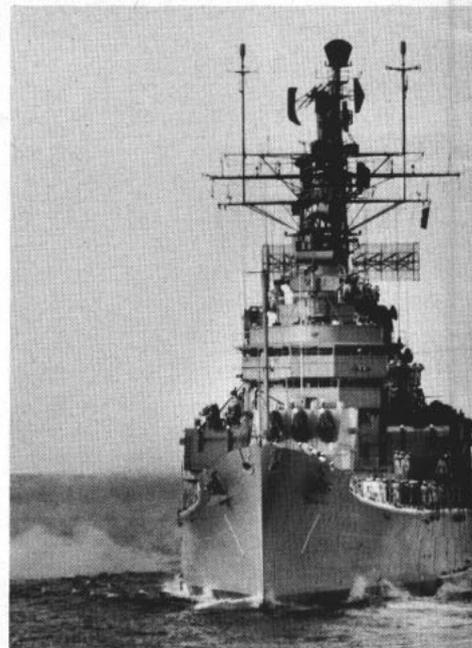
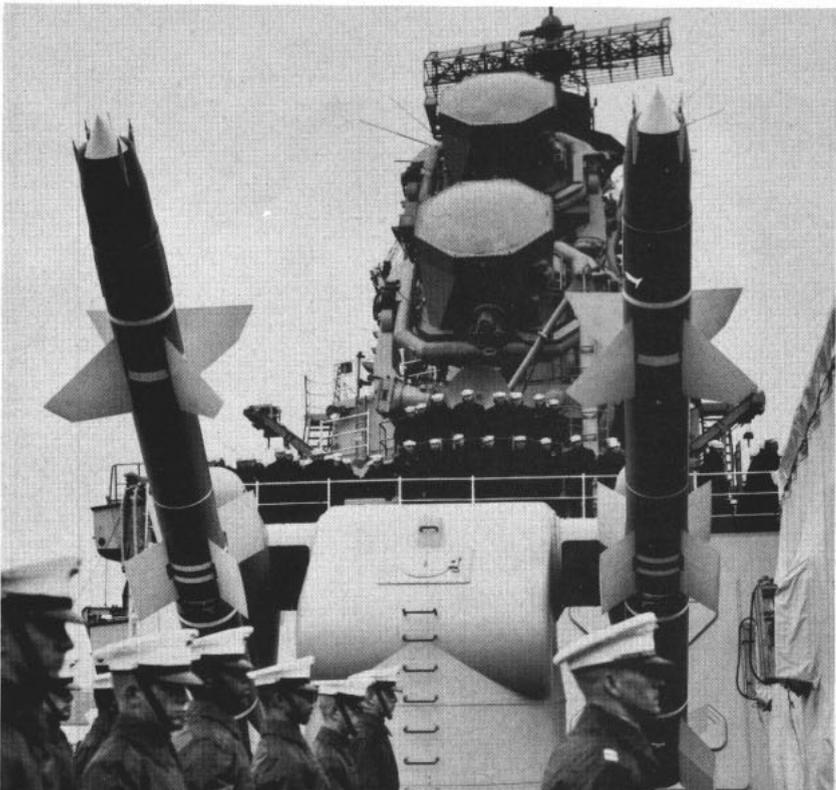
But perhaps best of all from the crew's standpoint, all working and living spaces are air-conditioned and



NUCLEAR-POWERED *USS Long Beach* (CGN 9) is also an all-missile cruiser. Below: Cruisemen on new missile ship enjoy meal in their modern mess.



NAVYMEN and Marines stand formation as *Albany* is commissioned in Boston.



TERRIER is fired by *USS Boston*.

perform many other tasks. They are kept astern, below decks, in a hangar which also houses complete maintenance facilities, much the same as the hangars aboard conventional heavy cruisers.

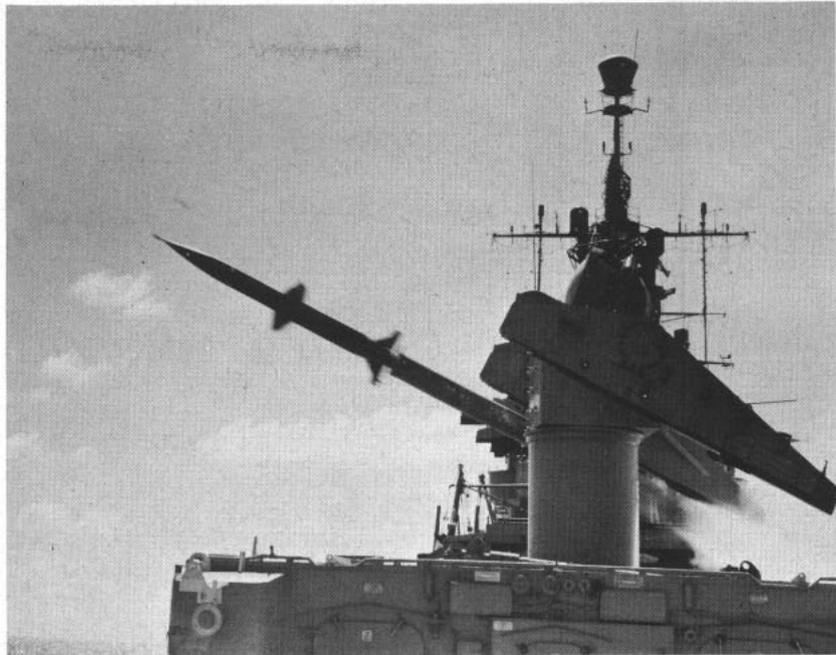
Four boilers and four screws in the CGs will develop 120,000 shaft horsepower, and insure that they will be able to keep pace with any task group.

Albany has installed the latest missile replenishment-at-sea equipment. This new system helps solve the numerous problems of quick missile transfer from ammunition ships during all types of sea conditions.

It is estimated that 66 million man-hours went into *Albany's* conversion from 1958 until 1962. During this

BEFORE, *Albany* looked like this.





'OLD TIMERS' — USS *Boston* (CAG 1) (left) and USS *Canberra* (CAG 2) (rt.) were among first to get missiles.

time more than 41,000 blueprints were used, enough to cover 25 acres.

Albany was first commissioned 15 Jun 1946 as heavy cruiser CA 123. After Second and Sixth Fleet service, she was decommissioned 30 Jun 1958 at the Boston Naval Shipyard and her conversion to CG began.

Columbus, formerly CA 74, was originally commissioned 8 Jun 1945, and *Chicago*, ex-CA 136, was first commissioned 10 Jan 1945.

THERE ARE SIX guided missile light cruisers in commission now. USS *Galveston* (CLG 3), *Little Rock* (CLG 4) and *Oklahoma City* (CLG 5) are armed with *Talos* missiles. *Providence* (CLG 6), *Springfield* (CLG 7) and *Topeka* (CLG 8) carry *Terrier* missiles.

Two guided missile heavy cruisers, USS *Boston* (CAG 1) and *Canberra* (CAG 2), also carry *Terriers*. USS *Long Beach* (CGN 9) is equipped with *Talos*, *Terrier* and *Asroc*.

After 1 Jul 1963, there will be only three conventional heavy cruisers left in commission. They will be: USS *Saint Paul* (CA 73), *Los Angeles* (CA 135) and *Newport News* (CA 148). *Helena* (CA 75), flagship for Commander First Fleet, is headed for the inactive reserve, after serving continuously with the Pacific Fleet for more than 17 years.

Columbus is to provide the replacement for *Helena* within the Pacific Fleet. She is to be homeported in Bremerton, Wash. *Helena's* home port is San Diego, and she is sched-

uled for inactivation this spring.

Saint Paul will replace *Helena* as First Fleet flagship. Officially homeported in San Diego since 1 Jul 1962, *Saint Paul* is undergoing overhaul at Long Beach.

Another modern ship with a cruiser hull is USS *Northampton* (CC 1). Now operating as a command ship with the Atlantic Fleet, she can serve as an alternate national command post.

If the cruisers that have joined the operating Fleet within the last five years are an indication of the changes yet to come in our CRUDES force, the cruisers commissioned during the next few years may indeed be quite different from the conventional heavies. — Jim Lewis, JO2, USN.

NEW LOOK — Remodeled USS *Albany* with *Tartar* and *Talos* launchers aboard struts her stuff during cruise.





TRAIL SUPPORT

OFFICIAL LANGUAGE lists one of the functions of the U. S. missions in the Antarctic as "trail support." Translated into terms understandable to Navymen who have never been to the Antarctic, it means aerial reconnaissance and support of military and civilian field parties.

It is important to the expedition. Without it, the scientific effort on the White Continent would be seriously hampered; perhaps it would

even come to a complete standstill.

Its importance lies in the fact that scientists operating hundreds of miles away from their home station are at the mercy of the land and the elements (which are not noted in Antarctica for their mercy) and the radio.

Radio, while one of man's best friends in the frozen south, is notoriously unreliable in that part of the world surrounding the South Pole.

For example, during the Antarctic summer of 1960-61, Pole Station was out of contact with the rest of the world for nearly two weeks because of a radio blackout.

Planes have been known to fly directly over an installation without being able to make radio contact with the people on the ground below.

Trail support is often brought into play, as it was last December when a scientific party set out to make a

LONESOME ROAD—Seabees with heavy equipment make their way from Marble Point across the ice to McMurdo.



detailed stratigraphic section of formations composing the raised rock mass of the Antarctic in the Shackleton Glacier area.

The scientists also wanted to study the principal structural features and basement complex of the rock in that region, besides making a geographical map which would eventually become a part of the geological charting of the entire continent's rock mass.

The expedition was under the direction of Dr. F. Alton Wade, a veteran of the Second Byrd Antarctic Expedition of 1933-35.

The expedition shoved off toward the glacier area located in the Queen Maud Range on the polar plateau.

It was well equipped and made use of the newly introduced one-man motor sleds. It also was equipped, quite naturally, with a short wave radio powered by sled motor.

The initial silence of the party was all but ignored by McMurdo Station on the edge of the Ross Sea Ice Shelf.

As the days accumulated into a week, however, the atmosphere at McMurdo became more tense. After all, the glacier offered, in addition to its abundant beauty, abundant crevasses, all perfectly capable of swallowing whole any tractor team which attempted to cross the innocent crust of snow which concealed them.

A transport aircraft was sent out with orders to search for the Wade party. It wasn't an easy assignment. The Ross Ice Shelf is thought to be roughly the size of the state of Texas.

The crew of the plane started its serious searching efforts at the point from which the party was last heard.

The pilot deduced that a curiosity-filled scientist wouldn't stick to the open spaces but would head for the pockets and gullies of the glacier—and that is where the party was found.

The party was apparently minding its own scientific business. Its men waved in a matter-of-fact manner to the circling plane with little more enthusiasm than would be displayed by a neighbor waving to the man next door as he followed his power mower around the back yard.

The plane pilot learned that the party's radio power supply was insufficient for long-range contacts and dropped a tried-and-true, battery-powered radio as a substitute. It also dropped drums of mogas to insure sufficient fuel for the remainder of



TRAIL BLAZING — USS *Glacier* (AGB 4) leads the way through Ross ice pack as summer softens it up and ships are able to bring in supplies again.

the scientific party's journey.

In the case of the Wade party, the trail support reestablished communication with home base. Happily, because of the expertness of the Antarctic party in coping with its environment, disaster is infrequent. However, trail support constantly serves as the means of bringing aid to a party in distress.

ALMOST EVERYONE is interested in the weather. However, the men at McMurdo Sound have more weather than most.

According to the Navy meteorol-

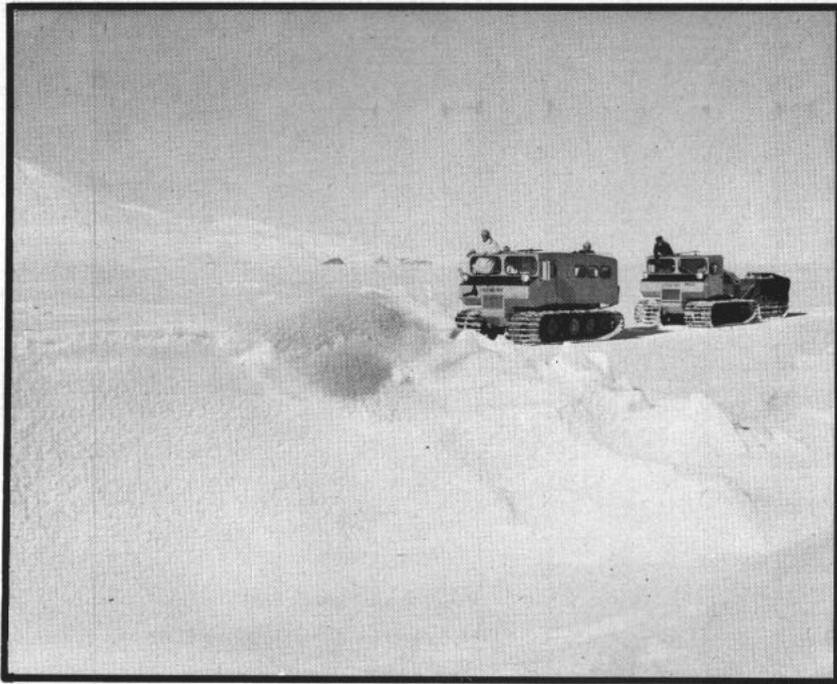
ogist with Operation Deep Freeze, the 12-month period ending last October was one of the coldest on record.

From October 1961 to October 1962, the temperatures were such as to make even fur-bearing seals pull their sealskin collars up around their necks.

For instance, in October 1961, the temperature sank to a shivering 37 degrees below zero. In September 1962, a brisk 42 degrees below zero was recorded while a minus 65 degrees was logged in August at nearby Williams Field ice runway.



ON THE BALL — Seabees of MCB 8 take a time out for fun on the ice.



WHITE OPEN SPACES — Two trackmasters head cautiously over deep Antarctic snow on scientific expedition to learn more about this frontier.

As winter approached the Northern Hemisphere, the mercury in Antarctica began to soar. In December, for instance, the temperature rose to a sickeningly hot 36 degrees above zero.

Cold, although it presents problems, is not as important in Antarctica as the wind, which can severely damage station facilities.

McMurdo itself is sheltered by the surrounding terrain so the average

wind speed is only 14 miles per hour. However, during a storm in May 1962, gusts were recorded at 92 mph.

At the French station "Dumont D'Urville," the wind velocity was measured at speeds approaching 200 miles per hour.

The snowfall in Antarctica is not as heavy as one might think. During Deep Freeze '62 for instance, the total was only 33.4 inches.

However, there are relatively few thaws in Antarctica. When snow does fall, it may accumulate on the ground for hundreds of years. All this adds up to a lot of snow.

The terrific Antarctic blizzards are not composed so much of falling snow as of snow which has fallen during previous storms and is being blown by the current blizzard.

For ships approaching Antarctica, the cold year made itself known in the hundreds of miles of pack-ice which surrounds the continent.

Navy ships which had expected to arrive two weeks earlier than usual arrived two weeks later than usual because of the ice.

Even *uss Glacier* (AGB 4) was forced to halt her icebreaking operations for naval convoys until one of her propellers, damaged by ice, was repaired at Wellington, N. Z.

After the icebreakers came the summer "tourists" or, more officially, summer support personnel. Those traveling by ship did so largely on ships of Task Force 43 made up of 11 U. S. ships and two from New Zealand.

The task force will provide support for the polar station to enable them to continue their programs.

It will also look for a site on the Palmer Peninsula and the islands between Bellingshausen Sea and the Bransfield Strait to establish a small scientific station for geological and biological work to be performed during the summer of 1963-64.

Featherfoot's Fabulous Foragers Find, Fix

During the icy grip of the Antarctic night, an unoccupied standby camp at Marble Point, about a 12-hour tractor journey over the ice from McMurdo Sound, was battered by the fierce winds of the Antarctic winter.

At the camp lay an abundance of supplies and equipment—machinery parts, building supplies, tools, tires and a 23,000-pound TD-14 Crawler Crane which was thought to be beyond repair.

A party was sent out from McMurdo Station to re-establish the camp as a survival point and to assist in airlifting a fuel cache of more than 8000 gallons of fuel oil to relieve the temporary fuel reserve shortage at McMurdo Station.

The traverse party left McMurdo on the inauspicious date of 13 November and began its trek across the frozen Ross Sea. Chief Warrant Officer George Fowler, who is one of several Army men assigned to the Antarctic Projects Officer and who is justifiably nicknamed Featherfoot, walked in front of the vehicle train chopping at the ice with his axe to test its ability to support the weight of the vehicles and to check for hidden crevasses.

When Featherfoot's Fabulous Foragers, as their McMurdo well-wishers had christened them, sighted the shredded flag which whipped above the camp, they knew they would be there for a while at first glance.

The buildings were badly in need of attention after the ravages of the Antarctic night. Machines which hadn't been touched for months had to be repaired.

The crawler crane which had stood idle for three years, the Foragers considered, was worthy of one last try.

After a couple of weeks, the crew had the camp in better shape than they had thought possible when they first laid eyes on it.

A new flag snapped from the flagpole. The camp was equipped with survival gear and more than \$300,000 worth of supplies and machinery, including the crawler crane, were mushed across the Ross Ice Shelf to McMurdo.



Breaking the Ice

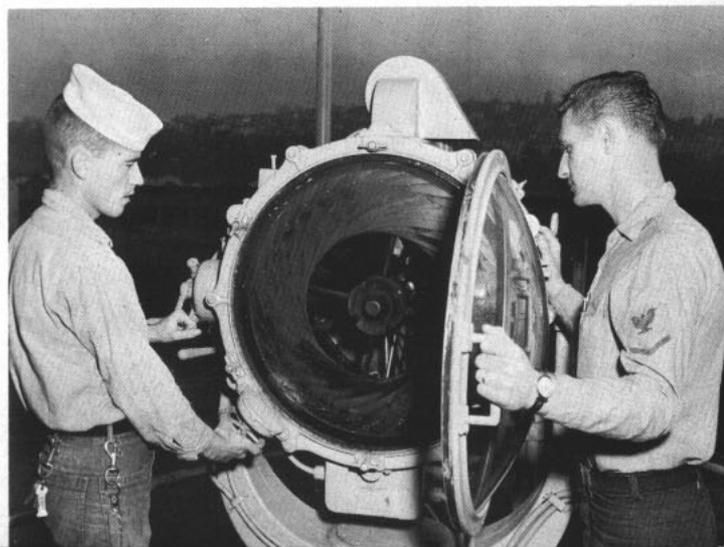
TAKE A LOOK AT a car that has run into a brick wall at high speed and you will get some idea of the beating that a Navy icebreaker takes while hitting ice floes head-on at 10 knots. However, the icebreaker is built to take it. Here is an example of one that has done just that since 1946.

The Seattle-based icebreaker *uss Burton Island* (AGB 1) has returned to home port after spending three months in the Arctic engaged in operations varying from submarine tending for *uss Seadragon* (SSN 584) and *Skate* (SSN 578), to charting the ocean bottom.

While the ship was making for the Strait of Juan de Fuca, at the corner of the state of Washington, a storm which rocked the Northwest caused unexpected damage to *Burton Island*. The five-inch gun mount on the fore-castle was flooded, damaging gun sights and precision instruments.

Burton Island then underwent a thorough material inspection, administered by the Sub-Board of Inspection and Survey, San Francisco. The inspection revealed the need for repairs, but her crew is confident as to her fitness. This is evidenced by their performance during a recent training period in San Diego when the ship received an over-all grade of "excellent" in crew cooperation and efficiency.

Clockwise from top: (1) Crew members return to *uss Burton Island* (AGB 1) surrounded by thick ice. (2) Radiomen Gordon (left) and Sidelle inspect one of the icebreaker's radio transmitters. (3) A searchlight is checked over by Signalman Second Class Andres (left) and Quartermaster Third Class Hawks. (4) Enginemen reassemble number one main engine.



Degaussing Duty

THE 68 OFFICERS AND ENLISTED MEN on board the Seventh Fleet ship USS *Surfbird* (ADG 383) have good reason to be proud. Although not as spectacular as a carrier with jet planes taking off and landing, or as swift and sleek as a destroyer, *Surfbird* can claim a distinction unique in the U. S. Navy.

Not only is *Surfbird* the only operational degaussing vessel in the U. S. Navy, she is the only ship of her kind in operation in the world and performs a vital but little known role in safeguarding our ships and the ships of our allies.

Although permanent degaussing stations are located in the continental United States, Pearl Harbor and Japan, *Surfbird* boasts the only portable degaussing station in operation.

Most people will need an explanation of the mysterious word "degaussing." "Gauss" is a unit of measurement of *magnetic flux density*, and is so named for the physicist who conducted many of the early investigations on magnetism. The process of degaussing is the neutralization, insofar as possible, of this magnetic field.

Ships which become excessively

magnetized are easy targets for the destructive powers of magnetic mines. *Surfbird* measures the magnetic "signature" of ships and takes steps to reduce it to as near zero as possible.

MAGNETIC MINES were first employed at the beginning of World War II and at that time there was no known defense against them. It was later discovered that when a ship was properly degaussed it could pass over magnetic mines and torpedoes without detonating them.

All modern naval vessels are now equipped with automatic degaussing systems which compensate for changes in magnetism as the ship changes course. Occasionally a ship's magnetism becomes so great that the degaussing systems cannot neutralize it. It is the job of *Surfbird* to check ships and make sure that their degaussing systems are working properly. To perform this delicate operation *Surfbird* uses *range coils* and *fluxmeters*.

The "range" is a structure, about 80 feet long, that is used to support the mine range coils in a perfectly vertical position. The range coils are

connected by watertight cables to the fluxmeters installed in the degaussing compartment.

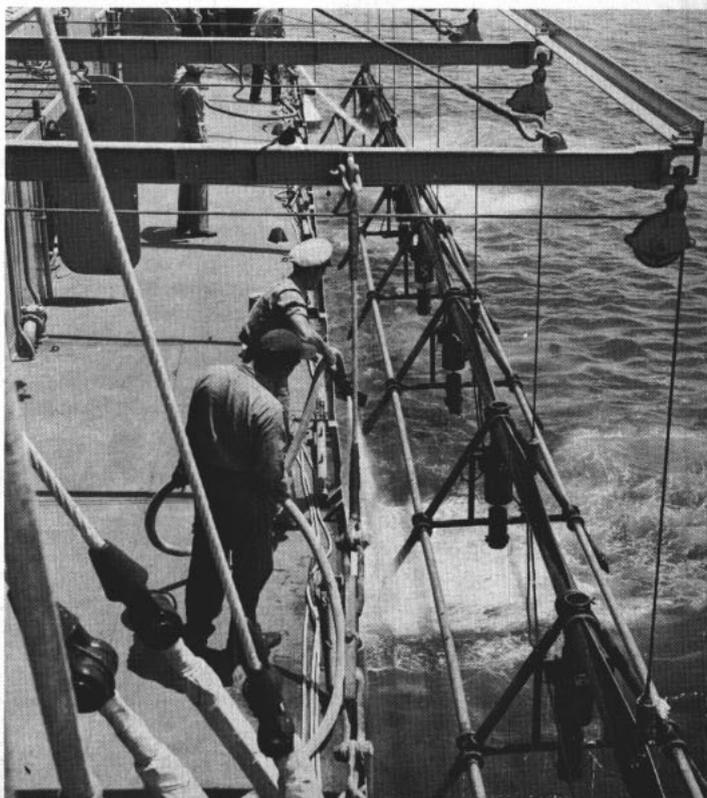
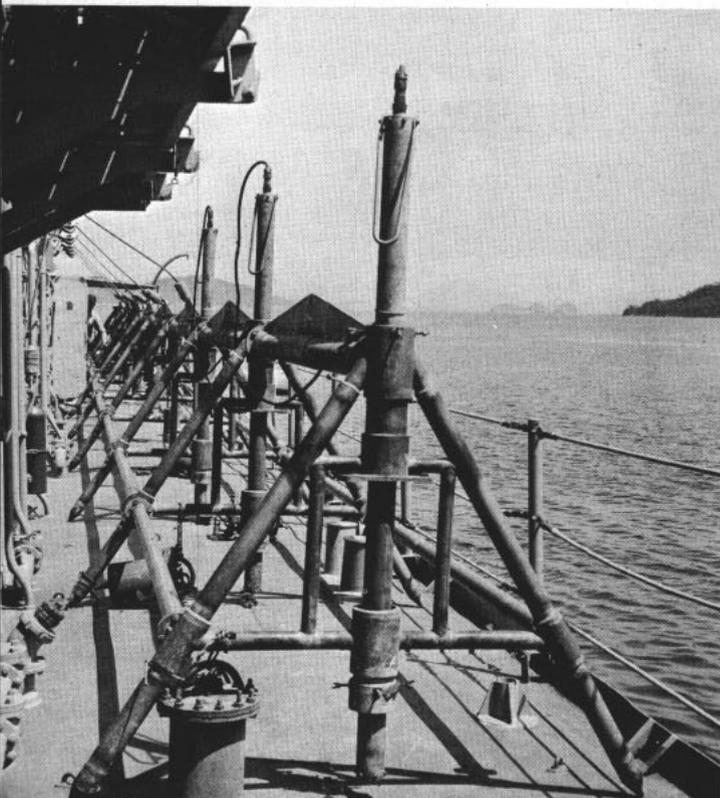
The cumbersome range, which rests on the port side of the ship, is lowered into the water and rests on the ocean floor. Divers must submerge and inspect the area for suitability for this operation. Such things as the type of bottom and whether or not the bottom is fairly level are considered. The range must be laid on a magnetic east-west heading so that ships may pass over it in a north-south direction.

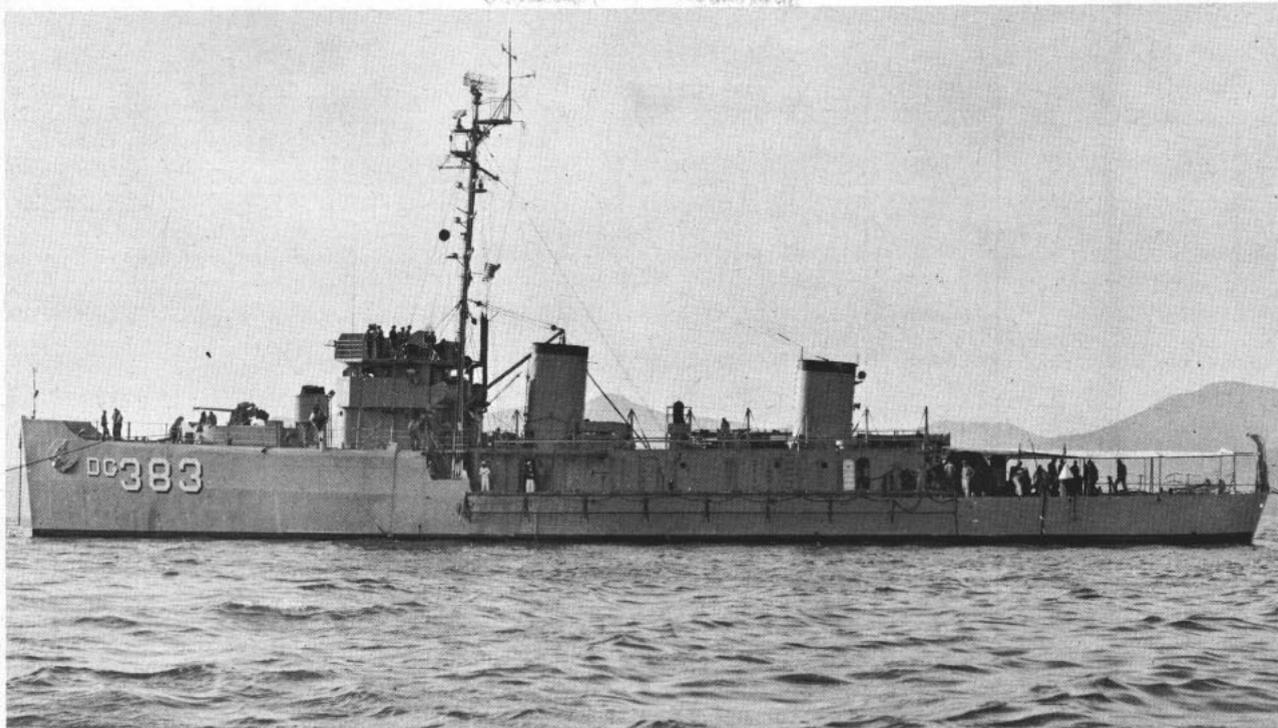
When a ship passes over the range coil, a small voltage induced in the range coil circuit is amplified to operate the pen control of the fluxmeter so that a picture of the magnetic field of the ship is drawn on moving tape aboard *Surfbird*.

Within *Surfbird's* degaussing compartment there is one meter for each coil of the range. Depending upon the clarity of the impulse received you can tell which coil is directly beneath the center of the ship. That is the one used for accurate degaussing.

Surfbird checks minesweeps more often than other types of ships be-

RANGE WORK — Portable degaussing range is readied and (rt.) brought up from bottom after degaussing run.





FOLLOWING THE FLEET — *USS Surfbird* (ADG 383) boasts the only portable degaussing range in the Fleet.

cause of their frequent contact with magnetic mines. On minesweeps, where all magnetic gear is placed in special storage spaces, the precision equipment of *Surfbird* can determine the location of improperly stowed gear that is affecting the magnetic signature of the ship.

IF *SURFBIRD* DISCOVERS that a ship has developed a dangerous level of magnetic force, the next task is to neutralize it.

This is done by "deperming"—wrapping the ship from bow to stern with huge electric cables which are activated until the molecular alignment of the hull negates any magnetic lines of force generated inside the ship.

This is an all hands operation with everyone from cooks to yeomen lending a hand to get the job done.

It takes a varying amount of time to deperm a ship, depending upon the size of the ship and upon the amount of magnetic force which must be neutralized.

After the process of deperming is completed, *Surfbird* checks the ship again to make sure the magnetic force has been neutralized. Deperming is a very delicate operation since if it is done longer than necessary, the magnetic field will be decreased past the zero point and will start to increase in the opposite direction.

In this case the deperming process would have to be repeated in reverse.

Operating throughout WESTPAC, *Surfbird* performs degaussing services not only for ships of the U. S. Seventh Fleet, but for the allied sea services of Japan, Korea, the Republic of China, the Philippines and Vietnam.

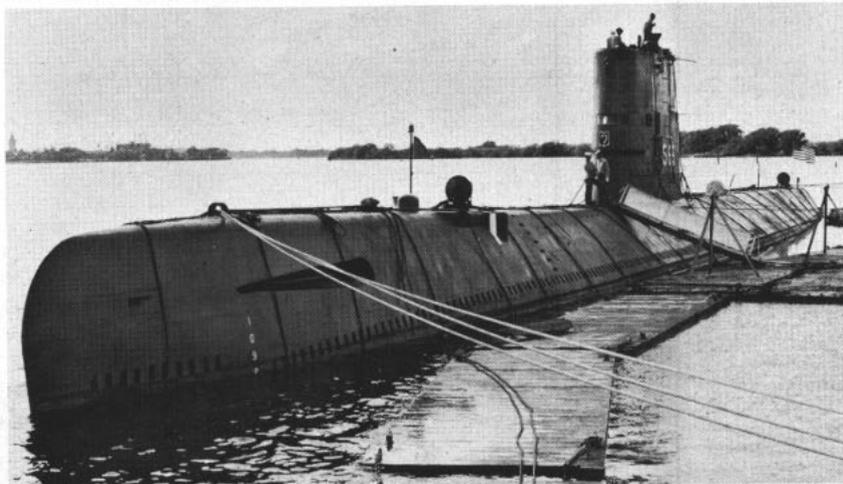
Personnel who serve in a technical capacity in *Surfbird* receive instruction at the mine warfare school and degaussing school at Charleston, S. C.

The commanding officer of *Surfbird* is LCDR S. J. Sowinski. The

executive officer is LT S. Ralph, Jr., and the degaussing officer is CWO J. D. Stone.

Surfbird is just one component of Task Force 73, commanded by Rear Admiral William S. Post, Jr. Task Force 73, composed of Fleet oilers, ammunition ships, refrigerated supply ships, general supply ships, repair ships, salvage ships, tugs and other units of the Seventh Fleet makes it possible for the combatant ships of the Fleet to sail wherever needed, perform their special tasks, and stay at sea indefinitely as a ready power for peace in the western Pacific. — Dean Walley, SA, USN.

IN PORT — *USS WAHOO* (SS 565) gets treatment at Pearl degaussing pier.





PILOT'S EYE VIEW of approach for landing on the deck of USS Enterprise (CVAN 65) looks like this.

A CRUISE ON THE BIG 'E'

After little more than a year of commissioned service, the nuclear-powered aircraft carrier USS *Enterprise* (CVAN 65) has had a statistical check-up that indicates she's as naval as she is novel. Items from the carrier's book of Fs (for First, Fastest, Furthest, Fattest, etc.):

24 Sep 1960—First CVAN, world's longest ship, christened *Enterprise*.

29 Oct 1961—*Enterprise* commences six days of builder and pre-

liminary acceptance sea trials.

3 Nov 1961—Trials completed; breaks many records for heavy combatants. Beams ADM George W. Anderson, Jr., CNO: "I think we've hit the jackpot."

25 Nov 1961—*Enterprise* commissioned.

12 Jan 1962—Following fitting out, CVAN puts to sea for the first time as a commissioned ship.

17 Jan 1962—First arrested land-

ing aboard *Enterprise* is made with an F8E *Crusader* jet fighter piloted by CDR George C. Tally, Jr., Commander of Carrier Air Group One.

Jan 1962—*Enterprise's* first operational assignment is space capsule recovery duty with *Project Mercury* Sea Recovery Force off Bermuda. Space shot postponed; CVAN returns to Norfolk, Va.

Feb 1962—First operational squadron of Mach II A5A *Vigilante* attack bomber aircraft loaded aboard *Enterprise* at Mayport, Fla.

15 Feb 1962—Speedy (1606 mph) F4B *Phantom II* jet fighter records *Enterprise's* 1000th arrested landing.

5 Apr 1962—CVAN completes shakedown training.

14 Apr 1962—U. S. Second Fleet demonstrates aerial and surface firepower. Observers on board *Enterprise*: President Kennedy, Congressmen, foreign diplomats.

16-18 Apr 1962—Final acceptance trials; CVAN enters yard for post shakedown availability.

25 Jun 1962—Officially joins Sec-

READY TO ROAR—A-6A *Intruder* gets ready for launching from *Enterprise*.



ALL HANDS

ond Fleet. First assignment is type training exercises in WESTLANT.

4 Jul 1962—First official port of call: Boston, Mass.

5 Jul 1962—Departs Boston; participates in first large scale fleet exercise while en route to Norfolk.

3 Aug 1962—Departs Norfolk for first assignment with Sixth Fleet in Mediterranean; participates in her first NATO exercise with ships and aircraft from France, United Kingdom, and Portugal. *Enterprise* aircraft land on British carriers and foreign aircraft land on CVAN for the first time.

16 Aug 1962—*Enterprise* is first nuclear-powered surface ship to operate in Mediterranean; introducing two fast, powerful jet aircraft to Sixth Fleet (*Phantom II* and *Vigilante*).

27 Aug 1962—Makes first call to a foreign port (Cannes, France).

10 Sep 1962—Arrives at Naples, Italy for eight-day visit; receives first foreign chief of state (President Antonio Segni conducts inspection on 14 Sep).

11 Oct 1962—Concludes first overseas deployment (during which her 5000th, 6000th, 7000th and 8000th arrested landings were recorded) upon arrival in Norfolk.

Oct 1962—Participates in Naval Quarantine of Cuba.

23 Nov 1962—LTJG Sidney Tucker Taylor of Attack Squadron 64 makes his 100th landing aboard *Enterprise*; is first pilot to qualify for ship's Centurion Club.

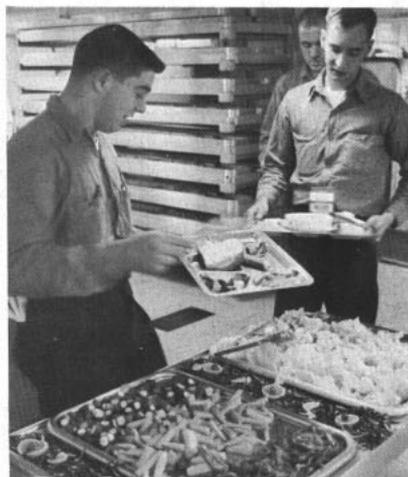
According to *Enterprise* statisticians, the CVAN is also the first carrier to steam more than 65,000 miles during first year of commissioned service; and, since World War II, the first carrier to record more than 10,000 arrested landings during its first year of commissioned service.

The bulk of the interest in *Enterprise*, however, is usually based on her vital statistics as the world's longest ship. She is more than 1100 feet in length, displaces 75,700 tons (standard displacement), and measures more than 250 feet across the widest portion of her broad flight deck.

Equally important, insist the men who operate *Enterprise*, is the punch she carries in the form of 100 aircraft of various attack and fighter design. These, they say, make her a very big lady indeed.

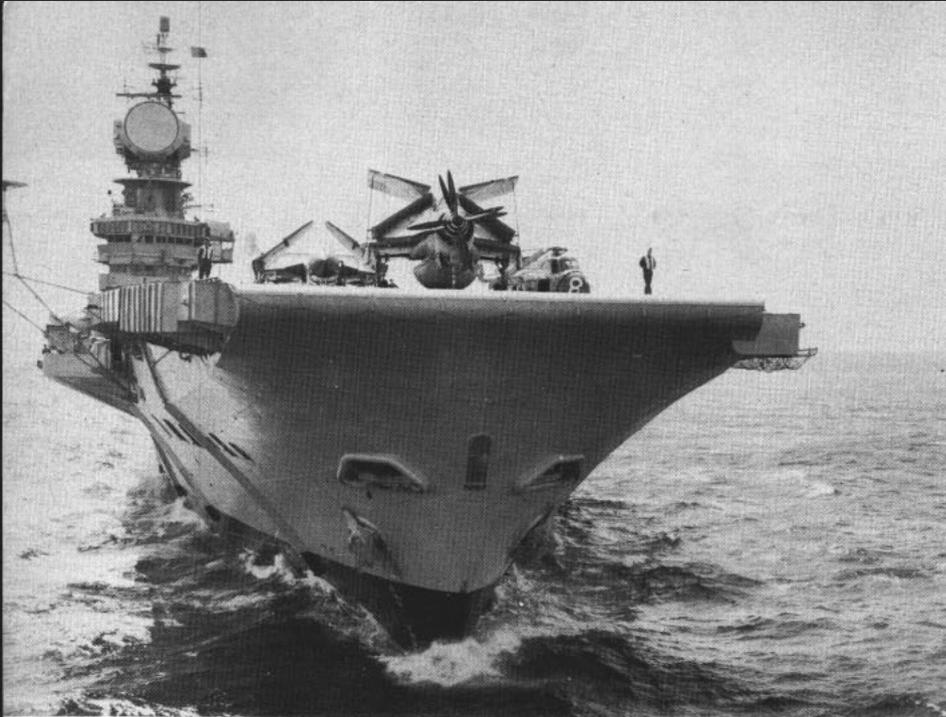


OUT FOR LAUNCH—Crew members watch carrier's first aircraft launching.



SHIP SHAPE—Corpsman checks patients in modern sick bay and carrier-men help themselves to food. Below: Photo shows size of hangar deck.





British - U.S. Exercises

ONE DAY NOT LONG AGO in the Mediterranean a sleek Scimitar jet fighter of the British Royal Navy banked into an easy turn, leveled off behind *uss Forrestal* (CVA 59) and commenced its descent down the slot to the flight deck.

Moments later the twin-engined plane caught an arresting wire and stopped. The pilot taxied his jet to the side of the landing area and shut off the engines. Handling and fueling crews swarmed over the plane, readying it for take-off.

Another routine carrier landing had just been completed.

As the day progressed 15 more British planes—*Sea Vixens*, *Gannets* and *Scimitars*—from *HMS Hermes* (R 12) and *HMS Centaur* (R 06) landed on, and took off from, the flight decks of *Forrestal* and *uss Enterprise* (CVAN 65).

At this point you might wonder why British planes were making routine landings on U. S. Navy aircraft carriers.

It was the "cross-decking" phase of a four-day NATO exercise to develop inter-navy readiness under wartime conditions.

During the exercises, the British and U. S. carriers





Feature Cross-Decking

exchanged planes, fueled and serviced them, and sent them back to their parent carriers.

A further demonstration of interchangeability took place when U. S. planes were armed with British weapons and vice versa.

The purpose of crossdecking is to train crews of NATO units to operate and work with each others' equipment. The flexibility provided by such skills is one of the valuable dividends of all NATO exercises.

Clockwise from top left: (1) The British aircraft carrier HMS *Hermes* (R 12) steams in moderate seas. (2) Various types of aircraft from USS *Forrestal* (CVA 59) and *Hermes* team up for refueling-in-flight exercises. (3) *Forrestal* eases through calm Mediterranean waters. (4) Pilot and observer leave their *Sea Vixen* jet after landing on *Hermes*. (5) A British *Scimitar* is readied for launching from *Forrestal*. (6) Royal Navy and RAF pilots pause during briefing by *Forrestal's* commanding officer, CAPT L. R. Geis, USN, on the carrier's bridge. (7) A *Gannet* antisubmarine search plane of the British Royal Navy stops aboard *Forrestal*. (8) The flight deck of *Forrestal* provides a "home away from home" for a *Scimitar* jet. (9) A *Sea Vixen* rests on the flight deck of *Hermes*.

— LTJG R. W. West, USNR.





FLYING MESS—Crewman R. Barnhill, ADR2, prepares to drop food to Moroccan people isolated by flood waters.

Flood Victims Rescued in

DAYS OF HEAVY RAINS early this year caused the dam at El Kansera du Beth Morocco to overflow. The Beth and Sebou Rivers, swollen by the excess water, flooded a 35-by-50-mile area. Hundreds of Moroccans were trapped by the rising waters, and the Naval Air Station, Port Lyautey, Morocco, immediately commenced rescue operations with its helicopter—the only one available to U. S. forces at the time.

The first rescue mission was flown just before dark, with a number of women and children being taken from the flooded area.

The following day, rescue operations had to slow down when a Navy helicopter broke an oil line, forcing it down about 20 miles from the NAS. But evacuation from endangered areas continued.

While the oil line was being repaired, NAS dispatched a truck to

an area about 27 miles north of Kenitra to assist in evacuating Moroccans in the path of the flood. The Naval Communications Station at Sidi Yahia, 23 miles east of Port Lyautey, used a wrecker and a large truck to evacuate the area surrounding the station. These vehicles picked up nearly 400 people. After they were brought to the station they were given food and clothing collected by Navy Wives Clubs and

LOOKING UP—Moroccan flood victims run to meet Navy helicopter as it drops food down to them.





FLOOD looked like this from above.

Morocco

various other charity organizations.

By the next day, the NAS helo was in operation again. It reported to the Air Force Base at Sidi Slimane, which was designated as the disaster control center. Working from there, the helo rescued people from rooftops, trees, haystacks and threatened low ground. Then the Air Force put Army helicopters, flown from Germany, into the operation, and in the late afternoon a helicopter from the Naval Station, Rota, Spain, arrived on the scene.

This was not the first instance in which the U. S. Navy helped disaster-stricken Moroccans. In 1960, when Agadir, Morocco, was leveled by an earthquake, Navy ships and planes were sent to the resort city. Navy-men from NAS Port Lyautey, set up emergency headquarters at the French Air Force Base in Agadir and gave medical aid, food, and clothing to the earthquake victims. In that disaster, *uss Newport News* (CA 148) was designated to assist at the disaster scene.

In this rescue effort, although the disaster was inland, the sea-going Navy as well as naval shore personnel still lent a hand. *uss Springfield* (CLG 7), flagship of Commander Sixth Fleet, sent a helicopter to assist the rescue forces.

For almost a week, rescue and assistance continued. The control center divided the flooded area into



HELPFUL HELLO—LT G. W. Lehman flew over flood in copter from Rota.

three parts, making the Air Force, Army, and Navy each responsible for one portion, so the helicopters would be employed effectively.

Many of the farm people were afraid of the helicopters when they first appeared over the flooded countryside, but they soon became welcome sights. In many cases, milk, bread, and other food was received with outstretched arms by people standing in ankle-deep mud.

Copters took French and Moroccan officials on a tour of the flooded area and delivered Army medical teams to emergency aid stations where they inoculated flood victims against typhoid and diphtheria.

Besides the food and clothing, an estimated \$1000 worth of food was collected and distributed to flood victims by Fleet Tactical Support Squadron 725, a Reserve squadron from Glenview, Ill. The 725th had just arrived at NAS Port Lyautey, for training duty.

During one rescue sortie, the helicopter sent from the Naval Station, Rota, Spain, airlifted 40 passengers in one flight, in addition to the three crewmembers. The helo was designed to carry 14 passengers, but due to oncoming darkness and rising waters, the 'copter pilot felt he had to pick up all 40.

When the operations were com-

pleted, Navy helicopters had rescued 321 people and dropped 45,200 pounds of food. In addition, over 500 people were rescued by personnel of the Communication Station.

Ahmed Ben Souda, Governor of Rabat Province, said of the operations: "On behalf of His Majesty the King, myself, and the people of Morocco, I wish to express great appreciation for your help in this emergency. Americans are people with great hearts."

NAVYMEN deliver food by copter to Moroccan soldiers for distribution to needy flood victims in the area.





The Lively Voyage

The Cuban crisis and the consequent evacuation of dependents from Guantanamo Bay has, by this time, been well covered in the press. When these events were headline news almost every possible aspect of the incident was explored. It would appear that any further amplification would merely seem to be flogging a dead horse.

However, to the best of our knowledge, one phase has been completely neglected—the evacuation of dependents as seen from the viewpoint of the men who actually did the work. This oversight is remedied below through the account of CAPT George M. Hagerman, usn, commanding officer of uss Hyades (AF 28), one of the ships which helped convey dependents from Guantanamo to Norfolk.

Uss Hyades is a stores ship, commonly called a reefer. Her normal cargo is five million pounds of 220 different food and general stores items. As a unit of the Service Force, Atlantic Fleet, she delivers

these groceries to aircraft carriers, cruisers, destroyers, and other fleet units at sea.

It was never intended that her cargo include women and children. Therefore, her cruise from Guantanamo Bay, Cuba, to Norfolk, Va., with 291 evacuees from the U. S. Naval Base at Guantanamo was somewhat unusual. It happened this way.

Hyades arrived at Guantanamo in mid-October 1962. The purpose of this trip was twofold. First she carried cargo consigned to the Naval Base, and secondly, having just completed an overhaul, she was to undergo refresher training.

At 0700 on the Monday morning of 22 October, Hyades' skipper received orders to be in the Base Commander's office an hour later for a conference. The Master of uss Upshur (T-AP 198) and commanding officer of uss Duxbury Bay (AVP 38) a seaplane tender, were included in the same orders. Rear Admiral E. J. O'Donnell, the Base Commander, opened the meeting very matter-of-

factly, stating "Dependents will be evacuated today commencing at 1100. The ships must be ready to sail by 1600 and must be clear by 1700."

Hyades was assigned a quota of 300 passengers.

No word of the evacuation was to leak out before 1100 when vehicles equipped with loudspeakers would pass through the various housing areas and announce the evacuation to the families. 1100 was chosen as this was the hour when school children would be home for lunch. All families were to follow special evacuation instructions and then, with not more than one suitcase per person, wait in their front yards for buses to pick them up and take them to the piers where the ships waited.

Hyades, with no medical officers normally on board, was assigned one doctor from the hospital staff. The ship was to sail in company with Duxbury Bay, escorted by two destroyers and aircraft until 50 miles from the Cuban coast. At this point each ship would proceed at best speed to Norfolk. The conference





of a Navy Reefer

was adjourned without the "why" of the evacuation answered. It was apparent that a great deal of detailed planning had preceded this conference.

Hyades' officers and crew then got to work. The big problem: How to fit 300 evacuees in the ship which had only 35 empty bunks, and only 10 of those suitable for women and children.

THERE WAS ONLY one solution. The entire crew of 193 men gave up their bunks and moved into number two cargo hold, where they would have to sleep on mattresses on the deck. It also meant they would have to give up their heads and washrooms, which were adjacent to the living spaces. In turn, they had the use of one small head and washroom to which they could have access without disturbing the women and children.

Later, a number of teen-age boys were also assigned to number two hold along with the crew. At the foot of the vertical ladder several mat-

tresses were piled on top of each other so that, if one of the boys slipped and fell, the landing would be soft.

Supply officers were assigned the responsibility of requisitioning mattresses, mattress covers, life jackets, rubber life rafts, movies, blankets, and other items that were necessary, or at least might make the trip more bearable. The situation that might face the ship once she was at sea was still not known, so the gunnery officer was ordered to fill the ready service ammunition boxes which serviced the four 3-inch guns she carried.

All hands were piped to quarters and given their instructions. The move to number two hold had to be made immediately and with enough gear to last until the ship reached Norfolk. Working parties were needed to assist the various officers. Requisitions had to be cut. Guides to help dependents on board had to be designated. An administrative detail was needed to process evacuees as they boarded the stores ship.

THE HOUR OF 1100 arrived rather soon that morning. When it did, the various details went their respective ways. Jeeps and trucks departed to carry out their orders. *Hyades'* four-passenger jeep, loaded down with the stores officer and eight storekeepers, sagged as it left the pier at full ahead.

Soon trucks with loads of life jackets, mattresses, mattress covers, blankets and other gear began arriving on the pier and were loaded on board. By noon *Hyades* was ready to receive evacuees. About 1230 a truck from the hospital delivered an incubator to the ship and the crew began to get a glimpse of some of the problems that might accompany this cruise.

The first busload of evacuees arrived about 1300. Only a few hours before, these women and children had said goodbye to their husbands and fathers, expecting to see them after work as on any other day. The 1100 announcement had completely changed this way of life. The women and children had left their homes



without saying goodbye to their men who were at work. They did not know when they would see them again or in what circumstances. In addition to leaving their husbands and fathers these evacuees were also leaving all their possessions, except what could be crammed into one suitcase.

The dependents themselves appeared quiet and calm as they slowly made their way on board. The women, many holding infants, quietly talked to each other, and the smaller children stared big-eyed as



they clutched a favorite doll or teddy bear. There was no excitement and certainly no hysteria.

AT 1450 THE EXEC reported all evacuees (totaling 291) and all gear were on board, and that *Hyades* could get underway at any time.

Because of the unexpected number of small children, the preparation of formulas and baby food would require a large space with refrigerator, stove and storage space available. The only place which might fill this bill was the officers' pantry.

This was cleaned out and filled with jars of baby food, bottles, and baby formula ingredients. A 24-hour watch was also established to help the mothers prepare their baby food and formulas. The officers drew their food from the general mess for this cruise.

In the regular crew's berthing area in *Hyades*, the bunks are arranged in tiers four high. The lowest bunk is about 18 inches off the deck and the top bunk is about seven feet off the deck. Narrow passageways permit access to all bunks. However, when all hands are in the compartment but not in their bunks, it can become very, very crowded.

As the women and children came aboard, some staked out claims to their bunks, then went on to get out of the way. Another family would then come along and stake out the same bunks. It required time and

diplomacy to iron out such mixups. Then, even though two, and sometimes three, small children were put into one bunk, there were still not enough bunks to go around.

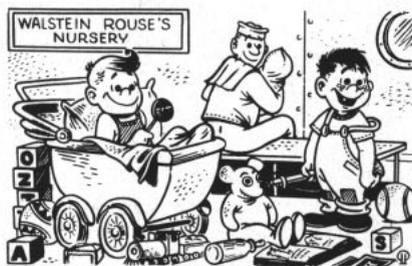
Mattresses took over the deck of the crew's recreation lounge, and several families were billeted there. It was necessary to billet some in the officers' staterooms. Nevertheless, by 1600 the berthing problems were largely resolved.

NEXT MAJOR PROBLEM was feeding. The crew and the evacuees had to use the same mess decks, cafeteria style. A mother with four small children under the ages of seven, trying to manage five trays, will of necessity take considerable time to make her way through a mess line. To speed up the process, crew members volunteered to accompany the children and handle their trays. The older teen-agers helped the ship's mess cooks.

The first meal on board required more than four hours to serve all the women and children. By the time *Hyades* arrived in Norfolk, the time had been cut down to less than an hour.

A watch of 12 men was stationed at various exits and entrances to the berthing area. They helped the women passengers over the hatch coamings, up ladders and down ladders, and directed them to sick bay (where a 24-hour watch was maintained) or to the baby food preparation area in the officers' pantry.

Passengers were restricted to the main deck aft of the superstructure and men on watch helped keep the

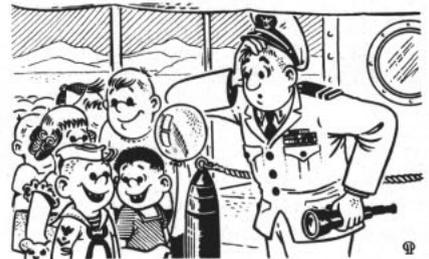


children in this area. Fortunately, *Hyades* does not have regular lifelines around the main deck. There is a solid bulwark extending 40 inches above the deck, thus making the main deck aft one large enclosed playpen.

Before turning in on Monday night, the weary exec made a breakdown of the passengers. There were 106 women passengers, three male adults, 17 teenagers, 20 boys and 30

girls between the ages of seven and twelve, 67 little ones between the ages of two and six years, and 48 infants under the age of two years. Thus there were 115 toddlers and infants who needed a great deal of care and supervision.

Tuesday dawned hot and clear. It was going to be a torrid day. The morning edition of the *Hyades Hurricane* (this was the best means of getting information to the passengers) contained a great deal of pertinent information. An abandon ship drill was scheduled for 1000. A dia-



gram in the *Hurricane* showed the location of stations. Passengers would be mustered every day at 0830. The locations of sick bay and the baby formula preparation area were included in this issue.

Also announced was the establishment of the "*Hyades*' Diddie Diaper Service" in the ship's laundry on a daily basis.

THE FIRST EVENT of the day, the 0830 muster, was not strikingly successful, as only 286 passengers could be located. Wednesday was better; the count was 288. Finally on Thursday, the last day at sea, all 291 were accounted for.

There were six pregnant women on board. One was expecting anytime now. The men of the reefer crew crossed their fingers.

Abandon ship drill at 1000 was organized confusion. Most passengers did manage to get to their stations, and crew members explained how to don the bulky life jackets, where the life rafts were located, and other information pertinent to abandoning ship.

It was important to keep the passengers entertained. This would make the time go faster for them and keep them from dwelling too much on their situation. The exec assumed the duties of social director. Twenty movie films had been picked up before departure and the ship went on a four-show-a-day schedule.

A large number of children's games, coloring books, crayons, etc., scavenged by the ship's force before sailing were godsend. In addition to the movies, canned music was played on deck, and occasionally in the evenings the ship's combo provided live music for the entertainment of the passengers. One day for a change of routine, the big event was a bingo game.

TUESDAY WAS organizational day. Den mothers, mother's helpers and baby sitters were recruited—not only



among the women on board, but among many of the reefer's crew as well.

The chief engineer covered the floor of his office with spare mattresses, installed two attendants, and "Walstein Rouse's Nursery" was in operation. This nursery proved very helpful to the mothers. It was a place where they could deposit their babies while they went to sick bay or just took time out for a cigarette.

The afternoon turned very hot, with the temperature in the passengers' berthing spaces going over 100 degrees. Awnings were rigged on



deck but it was hot there also. During the afternoon five women fainted from heat prostration.

It wasn't only the heat, it was the combination of the events of the past 24 hours. As far as the crew could recall, this was the first mass evacuation of service dependents since the evacuations of Manila and Guam in 1941-42—and those evacuations were in transports.

On Wednesday everyone settled down to shipboard routine. Up to this point the passengers were cleaning their own spaces, but what woman could keep her house clean with 40 people living and sleeping in the living room? So, as the passengers cleared the compartments after breakfast and after dinner, *Hyades'* working parties took over to make compartments shipshape. This also got all passengers topside for some fresh air, and the system worked very well except for an occasional youngster who had to be coaxed down from her seven-foot-high bunk in the morning.

WEDNESDAY MORNING the 115 small fry got their second wind. To help get rid of their excess energy, crew members led them on a guided tour, climbing to the bridge, forward to the forward guns, aft to the after guns, and then back to the signal bridge. The youngsters enjoyed it, particularly as some of them were able to steer the ship and look at the radar scope. (They also became tired.)

Wednesday was as cool as Tuesday had been hot, and it would be even colder in Norfolk. Next big job was to get warm clothing for the passengers, most of whom had only summer clothes or lightweight slacks and sandals with them. A "logistics" call had gone out for warm clothing and shoes, along with a breakdown of *Hyades'* passengers by age group and sex. By early Thursday morning *Hyades* received a message to rendezvous with the *uss Shakori* (ATF 162) off Cape Hatteras at noon for a clothing transfer.

Transfer at sea is literally and figuratively *Hyades'* bread and butter, and this one went off in jig time as her passengers—dressed in their summer outfits, wrapped in blankets and looking quite out of place in the North Atlantic—observed the operation.

The clothing had been collected throughout the Norfolk area by Navy Relief and the Red Cross. The response to their broadcast appeal was overwhelming and the agencies had to broadcast again with an appeal to stop the flow of clothing.

As the cruise went on, one young lad of four developed a bone infection in his ankle and ended up in the executive officer's bunk. Another developed a bad case of asthma, and it was necessary to keep him perma-

nently in sick bay where he could be given oxygen.

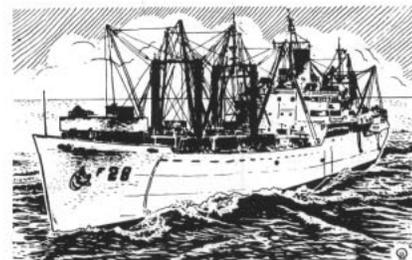
HYADES IS A SUPPLY SHIP normally involved in delivering groceries to other Fleet units, and she's proud of her job. A symbol of her mission is the potato, which she delivers in large quantities. So, just as some ships issue honorary nuclear engineer cards, or membership to honorary missileer societies, *Hyades* issues a "Progressive Potato Pushers Proclamation." On Wednesday night the principal potentates for this procla-



mation conferred this honor upon 291 guests. Signed membership cards were delivered to each individual passenger, including June, who was only four days old when the ship left Gitmo.

At 2145 on Thursday evening *Hyades* moored at the Naval Base, Norfolk. Amid the glare, blaze, and confusion of floodlights, bands and crowds, ambulances departed for the hospital with the sick children. Immigration, customs and public health officials swarmed aboard, along with many others who were to assist in the debarkation.

An hour later, passengers and their



baggage had been placed in buses bound for the Amphibious Base at Little Creek, where they were to be billeted for the night. Thus ended one of the more unusual cruises made by a Navy ship, and *Hyades* once more became the resolute, orderly, tranquil store ship, but it would be a long time before sea stories of the playpen cruise would fade away.

— G. M. Hagerman, CAPT, USN.

LETTERS TO THE EDITOR

LOM for Leadership

SIR: I have just finished reading your very inspirational article concerning Legion of Merit winner W. D. Hodges, RMSN, USN (LOM for Leadership, December 1962), and I must say that I am moved to forget many of the gripes I have harbored against the Navy to allow room for a feeling of immense pride at being a member of an organization which includes such men as Hodges and his team.

As coordinator of the Career Counselor program at this command and in my present billet as a full-time Career Counselor, I get numerous questions every day concerning leadership, teamwork and discipline. As far as I am concerned, this article demonstrates the goal of Naval Leadership, and its applicability to present-day peacetime situations far better than any lecture or interview I could conduct. You'll hate me for this—but this particular copy of ALL HANDS won't get passed on to nine other readers. It has gone on display in my office as a constant reminder to me of my purpose and goals in my job.

Another pat on the back to radioman seaman Hodges and his erstwhile teammates from a shipmate who is proud to serve on the same team.—W.W., PN2, USN.

• *Thank you for the kind words. Because of them, we here in ALL HANDS are inclined to forgive you, in this instance, for not passing your copy of the magazine on to other readers.*

Examples of leadership in action are always more meaningful—and inspiring—than a thousand abstract preachments on the subject. That is why naval leadership stresses personal example. And we, as well as a lot more Navy men we've heard from in recent weeks, share in your pride.

As a postscript, in case you haven't heard—Secretary of the Navy Fred Korth personally pinned the LOM on Hodges' chest when Hodges' ship, the destroyer USS Weeks (DD 701), returned to her home port from Cuban quarantine duty. Hodges' proud mother was the guest of Secretary of the Navy Korth at the ceremony.—Ed.

Legion of Merit Medal

SIR: The medal shown on page 16 of your December issue with the article "LOM for Leadership" is not the same as the Legion of Merit I received. For one thing, the one illustrated has a neck ribbon on it; mine does not. For another, your picture shows a wreath at the top of the medal; mine has no wreath.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

How come? — G. S. W., LCDR, USN.

• *The outcome of your howcome is that the wrong picture was picked out of the files. The picture on page 16 shows the Legion of Merit with the Degree of Commander, which is awarded to foreign personnel, rather than the type awarded to U. S. personnel.*

The LOM is awarded to U. S. personnel without reference to degree. It is awarded to foreign personnel in four degrees—Chief Commander, Commander, Officer, or Legionnaire.—Ed.

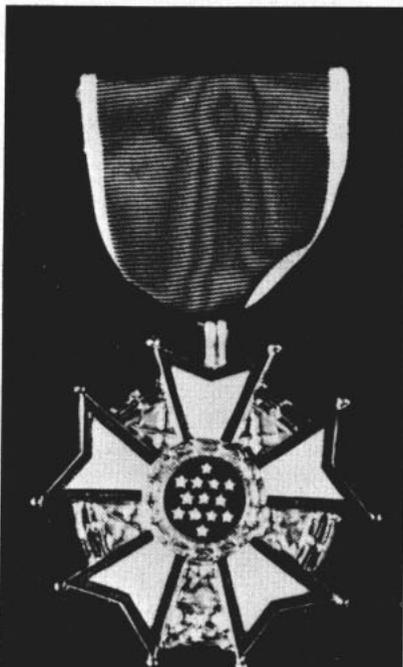
Plucking the Nitpickers

SIR: I ran into Captain Gabriel Mossbottom, USN (Ret.), at the local tonorial parlor in Nice, France. He looked over the September destroyer issue which I happened to have with me and thought it was a dilly.

Nitpicker that he is, however, he took out his fine-tooth comb—and combed a few out of the magazine.

The first he came to was on page 12, in the last column, where it says: "Altogether, U. S. destroyers fought about 250 antisubmarine actions during WWI."

LEGION OF MERIT



He doesn't know for sure that this is exaggerated but thinks it might be, in view of the relatively few DDs we had during World War I. They really must have been hopping to run up a score like that.

On page 21, in the last column, there is a reference to hammocks swung from hooks set into beams and carlings. The writer was talking about DDs, wasn't he? Captain Mossbottom doesn't think any DDs had hammocks.

I might say on this point that I served in four ships that had hammocks, and I never saw hammocks swung athwartships as they would have to be if they were set in the carlings. I think maybe old Mossbottom has you there.

At the top of page 56, second column, you mention the tow of U-505 to Bermuda and the caption on the next page photo reads ". . . ready to tow U-505 to the States."

He wanted to know where U-505 was actually towed, Bermuda or the U. S.

We gave her the code name of "Nemo," which she kept until she was finally brought to the States after the big show was over. I am not certain, but I think she was still alongside the dock at the base in Bermuda in the summer of 1945, when I was there for an inspection.

With regard to the wallaby mascot in *Gurke* (DD 783), you might also be interested to know that the old light cruiser *Memphis* (CL 13), which returned Lindbergh to the United States after his historic flight to Paris, had one of those animals for a mascot. However, it was no miniature—it stood about four feet high.

In spite of the old man's kibitzing, both he and I enjoyed the destroyer number and thought it was very good.—CAPT Isaiah Olch, USN (Ret.).

• *We were glad to hear from you and our old friend Mossbottom again. We were beginning to fear he had been mistaken for a Riviera rock and come to a bad end.*

We think the captain may be selling the World War I destroyers short when he doubted the approximately 250 anti-submarine actions during WWI.

After all, 68 destroyers had been commissioned by 6 April 1917 and 110 before 11 November 1918.

By way of supporting our original source, who is now on the high seas, we were interested to see that the recently published "Destroyers 60 Years" corroborated the 250 figure on page 36.

As to hammock hooks in the beams

and carlings, Captain Mossbottom obviously became so elated at the discovery of what he mistook for a nit, he missed the reference which was not to DDs but to old-time frigates, although early DDs did have hammocks.

An 1844 account of life in sailing frigates mentions hammock hooks in beams and carlings (which, incidentally, were the short timbers between the beams).

We dug out some old sketches in which hammock hooks were shown and, although we think we spotted some in the carlings, the evidence was inconclusive.

Now, as to why we didn't make up our minds whether U-505 was being towed to the United States or Bermuda: We will simply say the caption writer was last seen hanging by his thumbs from the yardarm.—Ed.

More Praise for Steel Band

SIR: My compliments on the very interesting and informative article on the 10th Naval District's Steel Band.

This organization truly rates a high and unique spot in Navy music. Its men have developed the art of playing the steel drum far beyond anything you will find in native orchestras.

As a devotee of folk music, and with all respect to the many fine combos I have heard in Antigua, Barbados, Trinidad and Jamaica, I can truthfully say that the Navy group surpasses them all with about the same degree of comparison that the New York Philharmonic would surpass a hillbilly band.

I was surprised at the statement in the article that the band's instruments were not marchable.

I grant you steel drums are not light, but they are designed to be marched and I have seen men marching with them on many occasions, particularly during the Caribbean Mardi Gras street celebrations.

I have personally walked many a mile following the Trinidad parades and my three drums all have shoulder straps.

Perhaps the Navy should choose its bandsmen on the basis of brawn as well as talent.—T. K. Treadwell, Jr.

• We couldn't agree with you more in your praise of the band. As covered in the article, the group has developed its capabilities far beyond those of others in the field.

It didn't occur to us that the un-marchability of the band's steel drums (if you want to call them that) would be chalked up to anything except the instruments' sensitivity.

The boys usually work on a pretty tight schedule and the pans, which must be tuned with an electronic gadget and mallet, could hardly be expected to put out concert type music by evening after playing a slam-bang street parade matinee.—Ed.



FAMILY AFFAIR — Brothers, Franklin D., AT2 (left), and Larry W. Humphrey, AE3, of VP-45 are congratulated on advancements in rate.

Qualifying as a Musician

SIR: What are the requirements for a stewardman to become a musician striker? — B. T. V., USN.

• As you were, Mac. You didn't give us any information about yourself but we can't help assuming that you are the stewardman in question.

You couldn't have picked a tougher racket. The MU rating might be compared to an iceberg—you don't see the larger part of it.

Before you can hope for a rate, you have to know how to play one or more instruments.

What you don't see (or hear) are the many hours of individual practice and group rehearsals. This, of course, is in addition to the watches you stand just like everyone else.

We might also add that musicians

are usually hard at work while everyone else is at play. While most sailors have liberty, musicians are taking part in ceremonial occasions, giving concerts or performing at dances.

Here is the gist of the requirements for MU3 as given in the "Manual of Qualifications for Advancement in rating:"

You have to be able to tune your instrument and make minor repairs.

You have to run major and minor scales and arpeggios from memory and do a decent job of it. If you're a drummer, you skip the scales and arpeggios and substitute the 26 rudiments.

You must also be able to sight-read and play technical exercises and the first part of elementary music.

You'll find the change in rate routine in BuPers Inst. 1440.5C.—Ed.



A TINCAN BAND — USS Lowry's (DD 770) 'International Tiger Band' made 23 appearances while alongside supply ships in the Caribbean.



A CREWMAN from USS *Springfield* (CLG 7) shows youngster at Lenval Hospital, Nice, France, how to operate miniature racing car gift.

Mitscher and Adams

SIR: On page 61 of the September issue there is a picture of USS *Mitscher* (DL 2) and *Charles F. Adams* (DDG 2) moored to the same pier at Charleston, S. C. I am stationed in Charleston and have seen both ships on several occasions. After studying the picture, I believe that the caption is reversed and that *Mitscher* is on the left.

Doesn't *Mitscher's* superstructure in this picture vary from that shown in her picture on page 33 of the same issue?

Also, doesn't *Adams* have two 5-inch/54's forward and *Mitscher* have one 5-inch/54 and one dual 5-inch/38? I'm not sure of the caliber of the gun on *Mitscher's* O1 level. Can you tell me whether or not I'm seeing things? — H.J.B., USN.

• We won't say you're seeing things, but here's the answer we got from Bu-Ships. They see no error in the caption of the picture on page 61. It is correctly labeled, with *Adams* on the left and *Mitscher* on the right as you view the picture.

Both *Mitscher* and *Adams* have only one 5-inch/54 single mount forward. *Mitscher* has one 3-inch/70 twin mount (not a 5-inch/38) on the forward O1 level.

Perhaps the camera angle confused you.

As for the difference between the pictures on pages 33 and 61, according to the 1961-1962 "Jane's Fighting Ships," all of the DLs in the *Mitscher* class have had their masts re-rigged. Evidently the picture on page 33 is the "before" version, and the one on page 61 is the "after." — Ed.

Plenty of E's for Lawe

SIR: In the "E" awards article in the November issue of ALL HANDS, there is a glaring omission, and all hands on board USS *William C. Lawe* (DD 763) are unhappy. Although *Lawe* was winner of the "E" in DesRon 16, she was not listed in the awards story.

This was *Lawe's* third "E" since 1959. She won the "E" in both '59 and '60 while in DesRon 12. During 1961 there was no squadron competition because the squadron was undergoing FRAM. As a result, *Lawe* has been allowed to retain her two previous "E's" as consecutive awards with her new "E." — G. L. Dickey, Jr., CDR, USN.

• Our sincere apologies, Commander. Although we goofed in our job, we're glad you did well in yours—that of competing for the Battle Efficiency "E." Congratulations to *Lawe*. — Ed.

Right Arm Rates

SIR: An Air Force officer recently asked me some questions about Navy rating badge insignia which I could not answer. Which petty officer rating badges were worn on the right sleeve? When did they change to the left? — W.A.B., YN2, USN.

• Navy rating badges have been worn on the left sleeve since 2 Apr 1949. Before then, petty officers of the "Seaman Branch" wore their badges on the right.

Right-arm ratings in effect at the time of the change were Fire Controlman, Signalman, Quartermaster, Torpedoman's Mate, Mineman, Gunner's Mate, Turret Captain and Boatswain's Mate. — Ed.

Navy Pay, Way Back When

SIR: While reading through the 1916 edition of *The Bluejackets' Manual*, I became quite interested in the differences in Navy pay then and now. Because pay seems to be an important item to all of us, I thought that salaries of the enlisted men of 1916 would be of interest to the readers of ALL HANDS.

An apprentice seaman of that era was paid \$17.60 a month, and the equivalent rating of fireman third class, evidently regarded more highly, received \$24.20.

My father, who was serving as an acting Chief Water Tender in 1917, was paid \$55.00 base pay per month for holding down this artificer rating. The base pay of all acting chief petty officers varied according to which of the three branches of the rating system they were assigned. There were three—the seaman branch, the artificer branch, and the special branch, but all CPOs, regardless of branch or rate, received \$77.00 monthly upon appointment to permanent CPO.

The following table was taken from the 1916 *Bluejackets' Manual*.

SEAMAN BRANCH	
Chief Master at Arms	\$71.50
Chief Boatswains' Mates	\$55.00
Chief Gunners' Mates	\$55.00
Chief Turret Captains	\$66.00
Chief Quartermasters	\$55.00
ARTIFICER BRANCH	
Chief Machinists' Mates	\$77.00
Chief Electricians	\$66.00
Chief Printers	\$66.00
Chief Carpenters' Mates	\$55.00
Chief Water Tenders	\$55.00
Storekeepers with rate of Chief Petty Officer	\$55.00
SPECIAL BRANCH	
Chief Yeomen	\$66.00
Chief Pharmacists' Mates	\$66.00
Chief Commissary Stewards	\$77.00
Bandmasters	\$57.20

At this time, the following additions to base pay were authorized: chief petty officers detailed as instructors of apprentice seamen at naval stations were paid an additional \$10.00 a month while so assigned.

Extra pay of qualified gun pointers ranged from \$2.00 to \$10.00 per month, commensurate with the man's qualifications and the caliber of the gun. Assigned gun captains received a \$5.00 monthly supplement to their pay.

Men who successfully completed a prescribed course of instruction for seaman gunner or petty officer were given a certificate which entitled them to receive \$2.20 per month in addition to the pay of their rating.

Enlisted men received an extra \$5.00 monthly while serving on board a submarine. Along with the pay increase allowed for submarine service, enlisted men serving in submarines received an additional \$1.00 for any part of a day that they were submerged in an under-

way submarine. Such pay could not exceed \$15.00 in any calendar month.

Messmen received \$5.00 extra monthly pay as did seamen second class detailed as jacks of the dust, lamp-lighters, or seamen in charge of holds.

Ship's tailors received \$10.00, \$15.00 or \$20.00 extra, depending on the size of the ship's complement. But a tailor's pay could not exceed \$50.00 per month.

Coxswains detailed as coxswains of boats propelled by machinery, or as coxswains to commanders-in-chief, received an extra \$5.00 monthly.

In addition to their base pay, signalmen first class received \$3.00; signalmen second class, \$2.00; and signalmen third class, \$1.00 per month while regularly detailed as signalmen.

Seamen and seamen second class, detailed for duty as firemen and firemen third class were awarded an extra 33 cents per day for the time so employed.

Possessors of Good Conduct awards were allowed an additional 82 cents per month for each award.

Death gratuity, paid to the widow or any other dependent previously designated by the member, was an amount equal to six months' pay, less \$35.00 to pay for burial.

An enlisted man, recommended by his captain, who distinguished himself in battle, or displayed extraordinary heroism in the line of his profession, could be considered for a "Medal of Honor" and a gratuity of \$100.00.

If a Navyman served at a duty station where no subsistence and quarters were available, he received an extra \$9.00 monthly with which to feed and lodge himself.

Enlisted men on board ship, who were detained beyond their regular terms of enlistment until the vessel returned to the U. S., received for the time they were so detained an additional one-fourth of their pay. Upon discharge under honorable conditions, all enlisted men were entitled to a mileage allowance of four cents per mile.

Men who had been honorably discharged were entitled to a home and a ration on board a receiving ship during the four months which elapsed between enlistments. These men were not called upon to take part in drills or to perform any labor, except to help in the usual morning watch work of cleaning their own berthing spaces. They were also granted such leaves of absence as they desired.

Men who reenlisted within four months after being honorably discharged were given a continuous service certificate and allowed full pay during the lapse between enlistments. Regular pay was increased by \$1.50 per month for the first reenlistment subsequent to 3 Mar 1899. For the second enlistment \$2.99 was added to the



FIRST TO MAKE 100 jet landings on USS Kitty Hawk (CVA 63) is LTJG R. G. Barnes, shown receiving congratulations from the air officer.

monthly pay, and for the third, it was increased by \$4.49. For a fourth, \$5.98 was added; for a fifth, \$7.48; and on up to \$11.97 for the eighth reenlistment.

Men who were enrolled in the Fleet Naval Reserve were paid the following amounts:

Those with less than eight years' naval service—\$50.00 a year.

Those with eight or more and less than 12 years' naval service—\$72.00 a year.

Those with 12 or more and less than 16 years' naval service—\$100.00 a year.

Those with 16 or more years' naval service—one-third of the base pay they were receiving at the close of their last naval service, plus all permanent additions to their pay.

After 30 years of service, an enlisted man was retired and received three-fourths of the pay of the rating he held when retired, plus an additional allowance of \$15.75 per month in place of quarters and rations.

It is interesting to note that the Navy Savings Deposit System at that time carried the same rate of interest that it does today, and that the deposit regulations were essentially the same as they are at present, although not quite so involved. Also, the safekeeping of valuables was governed by basically the same regulations as those of today.

Because of current controversy on proficiency pay it seemed timely to take a look back at the pay of the "old Navy."—Richard E. Stahl, DK1, USN.

• *We doubt that even oldtime Navy-men can recollect much about the pay of a half century ago, so your discussion of enlisted men's pay at that time is very informative. Anyone want to trade pay scales?* — ED.

Early DD Armament

SIR: I read with interest the special destroyer issue of ALL HANDS (September 1962), but missed any mention of a group of ships that were quite unique in the tincan family.

Back in 1925 I reported for duty on board USS *Hatfield* (DD 231) at Portsmouth, Va. *Hatfield* and the other five



AT PIER'S END—Three variations on a destroyer theme—DLG, DL and DD—are represented by these DesFlot Four ships moored at Norfolk.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Black* (DD 666)—Veterans who served on board during World War II and the Korean conflict are invited to attend the 15th annual reunion at Kewanee, Ill., 2-4 August. For information, write to Stanley Sward, c/o Chip Shop, Cambridge, Ill.

• *uss Bullard* (DD 660)—The 15th annual reunion is scheduled for 2-4 August, in Kewanee, Ill. Details are available from Clayton Mohlman, 623 South Pearl St., Havana, Ill.

• *uss Chauncey* (DD 667)—Those who served on board during World War II and the Korean conflict are invited to the 15th annual reunion at Kewanee, Ill., 2-4 August. Information is available from Gilbert DeMay, 613 Pleasant St., Kewanee, Ill.

• *uss Kidd* (DD 661)—Veterans who served on board during World War II and the Korean conflict may attend the 15th annual reunion in Kewanee, Ill., 2-4 August. For details,

write to Harrold F. Monning, 310 East 8th St., Kewanee, Ill.

• *uss Lexington* (CV 2)—The 10th annual reunion for those who served on board (including squadron personnel), between 1927 and 1942, is scheduled for 27-30 June, at the Doric Leamington Hotel, Oakland, Calif. For details write to LCDR Walter D. Reed, usn (Ret.), 5608 Ocean View Dr., Oakland 18, Calif.

• *uss Oklahoma* (BB 37)—A reunion is scheduled for 3-5 May at the Hotel Sheraton, Rochester, N. Y. Information is available from Edward H. Lutz, 673 Lindley Rd., Glenside, Pa.

• *25th Seabees*—The seventh annual reunion will be held 2-4 August at the Penn-Sheraton Hotel, Pittsburgh, Pa. For further details, write to C. F. Sheppard, 565 Thomas St. Extension, Kirwin Heights, Bridgeville, Pennsylvania.

• *302nd Seabees*—The 16th annual reunion will be held 21-23 June, at the Hotel Ambassador, Washington, D. C. For more information, write to Martin A. Lowe, 8441 Bayard St., Philadelphia 50, Pa.

• *Seabee Veterans of America*—The 17th annual reunion will be held at the Deauville Hotel, Miami Beach, Fla., 8-11 August. Write to Harry I.

Tuchman, 1500 Bay Road, Miami Beach 39, Fla.

• *Navy Wives Club*—The 25th annual convention will be held at the Great Lakes Naval Training Center, Great Lakes, Ill., 5-12 October. Details are available from PIO, NTC Great Lakes, Ill.

• *uss Idaho* (BB 42)—The sixth annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., on 19-21 July 1963. For complete details, you may write to David C. Graham, SMCS, usn, P.O. Box 8048, Norfolk 3, Va.

• *uss Stockham* (DD 683)—Those who served on board in 1955 and 1956 who are interested in holding a reunion may write to D. W. Isaak, Box 24, M. S. T. C., Minot, N. D.

• *uss Wadsworth* (DD 516)—A reunion for those who served on board during World War II is being planned for 14-18 August, in Chicago. For information, write to Sig Mandel, 5011 Elmhurst, Detroit 4, Mich.

• *CQTU - Carrier Qualification Training Unit, Glenview, Ill.*—A reunion is planned for members of CQTU, originally based at Glenview, Ill. Those interested may write to E. F. Johnson, 253 South Highland Ave., Aurora, Ill.

ships in our division (*Brooks*, DD 232; *Gilmer*, DD 233; *Fox*, DD 234; *Kane*, DD 235; and *Humphreys*, DD 236) had armament peculiarities I never found in any other DD; 5-inch/51-caliber guns.

Years later on board *uss Altair* (AD 2) we serviced a DD that had another unusual type of armament—a double-barrelled 4-inch gun. I don't recall which ship that was.

I'll soon have 40 years of Navy service, including time on the retired list.—C. F. Allen, AEMC, usn (Ret).

• *You have a good memory, Chief. The Bureau of Ships tells us you are correct except that Humphreys was not fitted with 5-inch/51-caliber guns. The other five, however, were.*

The DD with the double-barrelled shotgun was probably Hovey (DD 208)

or Long (DD 209), both of which carried 4-inch twin guns.

Incidentally, the 5-inch guns of the five DDs were later removed and replaced with the more common 3-inch/50-caliber variety. All six ships of your old division were then redesignated as fast transports.

Congratulations on your approaching 40th anniversary as a Navyman.—ED.

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Conditional Extensions

SIR: A man at my overseas command says he would agree to extend his enlistment if guaranteed an assignment to MAAG or attaché duty in a certain foreign country. Can do?—R.T.W., PNI, USN.

• No can do. Extensions contingent upon assignment to duty in specific localities are not on the books. If they were, we could speculate on how they'd foul up Navy wishes to have the right man in the right place at the right time.

Sooner or later, perhaps, every career man would extend or reenlist for some of that choice duty in Hawaii, or for an attaché billet in Australia, New Zealand, or Heaven. In time, possibly only first termers fresh out of boot camp, who wouldn't have any say in the matter, would be the only ones available for shipboard duty and service at certain shore stations not generally considered very cheerful.

"The Enlisted Transfer Manual" (paragraph 3.37C) spells out the conditions under which conditional extensions may be executed. In general, only those conditional upon assignment to non-specific shore duty may be executed and honored by assigners. You may extend for shore duty in the continental U. S. if you aren't too choosy about where in the U. S. you are eventually assigned. Or, you may extend for overseas shore duty—but there's no guarantee you'll be assigned to any specific locality.—Ed.

Reenlistment Rate, 100 Per Cent

SIR: I have been doing my best to keep quiet about the reenlistment standing of this station, but I cannot hold out any longer. Although I feel that all the people who have written you about reenlistment rates have a right to be proud of their particular ships and stations, I believe that this station has a standing that will be most difficult to beat.

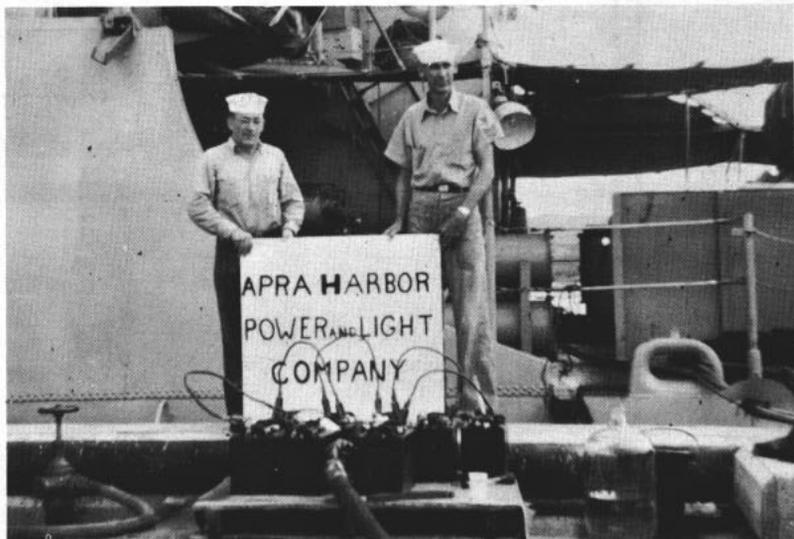
For the calendar year 1961, the reenlistment rate at NAAS Meridian, Miss., was 100 per cent. For 1962, the January through September report shows Meridian still tops in the Chief of Naval Air Basic Training Command, with a 70 per cent reenlistment rate. Our on-board average is more than 600.

We are very proud of our NAAS and equally proud of our reenlistment standings.

As you so often say, now I'll sit back and wait for the letters to come in.—C.V.G., SF1, USN.

• We have no doubt that the letters will come in. But it is always gratifying to learn of a station with your reenlistment rate. Even if your record should fall, keep up the good work.

Incidentally, we'd like to hear from ships or units with high reenlistment rates, and programs related to them.—Ed.



DER Serves as Floating Power Station in Emergency

If it hadn't sounded so ominous, the men on board the Guam-based USS *Haverfield* (DER 393) might have been amused when COMNAVFOR Marianas radioed, "Welcome. Home is where you find it."

But there was no laughter, for not a single man in the DER knew what he would find as the ship approached Apra Harbor last November.

Haverfield, Wandank (ATA 204) and *Banner* (AKL 25) formed an evasion group which put out to sea to avoid damage from the winds of typhoon Karen.

The storm lashed the ship with 52-knot winds and 25-foot seas but nobody was killed, few were hurt and the ships were still afloat and in good condition, considering.

As the ships approached Guam they noticed some changes. Range

markers, beacons and channel buoys which were there when the ships steamed out to sea weren't there when they returned.

Haverfield was the first to grope her way into port with the sonar watch looking for indications of underwater wrecks and obstructions in the channel.

When she moored alongside a pier at the Ship Repair Facility, *Haverfield* began supplying the facility with its first electric power since Karen's late unlamented departure.

Haverfield radiomen provided relay communications services for Guam, thus reducing the heavy traffic load on the shore-based communication stations.

Boat crews helped clear the harbor of debris and wreckage and swept rubbish from urgently needed buildings.

Electricians recharged batteries from Guam's shore activities and everyone who wasn't otherwise engaged sorted mail, drove a bulldozer, went on security police duty or worked in an emergency galley to help feed thousands of military personnel, their dependents and homeless islanders.

Nineteen days after *Haverfield's* return, power had been restored to most of Guam. Tent cities had been established to house the homeless of the more severely damaged communities and plans had been made for reopening schools.

Guam is now back to near-normal after one of the worst typhoons in its history.



USS HAVERFIELD (DER 393) rests in her berth at Apra Harbor in Guam.

They Win Battles in Peace

A FEW THINGS in this life are considered inevitable—death and taxes, for instance. For Navymen, damage to their ship, while not in the inevitable class, is always within the realm of possibility—and it is every seagoing man's job to know what to do in such a case.

In wartime, there is the ever-present danger of damage resulting from enemy action. Among peacetime hazards are damage from fire, collision, grounding or explosion.

The job of coping with these dangers logically falls to every man on board who is assigned to a damage control party.

These parties, which are made up of men from many ratings, learn to work as a team through constant drills, so that damage—often instantaneous and unsuspected—can be kept to a minimum.

When trouble comes, every man assigned to damage control works to keep simple damage from turning into disaster and to repair whatever harm has been done as quickly as possible.

It takes almost no imagination to see that these jobs may mean the difference between a fighting ship or

one that is a sitting duck at the mercy of enemy fire.

In peace, as in war, their work also means, among other things, the difference between a damaged ship or a capsized ship, a small fire or a holocaust raging uncontrolled.

Damage, even in an increasingly automated Navy, is not controlled by pushing buttons. It still takes men with guts, who are quick to go into action, to keep their ship afloat and fighting.

DAMAGE CONTROL TECHNIQUES reached a high point of development during World War II, particularly in the Pacific.

It is easy to trace the increasing effectiveness of damage control parties from Pearl Harbor to the Battle of Midway.

The ultimate in the art was reached during the final phase of the war with the onslaught of the kamikaze pilots, whose suicides in bomb-laden planes did incredible harm to ships.

Probably there isn't a man in the Navy who—if he hasn't actually seen the real thing—hasn't seen pictures of ships with bows sheared off; with great gaping holes in the decks and hulls; or lying low in the water with

their superstructures crumpled like so much tinfoil.

It is remarkable that damage control kept these ships afloat. It is even more remarkable that many of them were not only kept afloat but were kept fighting.

LET'S TAKE A LOOK at the anatomy of damage control and how it functions.

The nerve center of damage control is DC Central. On a big ship, it is manned by the damage control assistant, a stability officer, a casualty board operator and a damage analyst.

There may also be representatives of fuel oil, electrical and ordnance groups there, as well as telephone talkers (often men from clerical ratings) to take and transmit information from and to the various damage control stations throughout the ship.

They can use several communications systems to keep up the flow of information even though the ship may be in pretty bad shape.

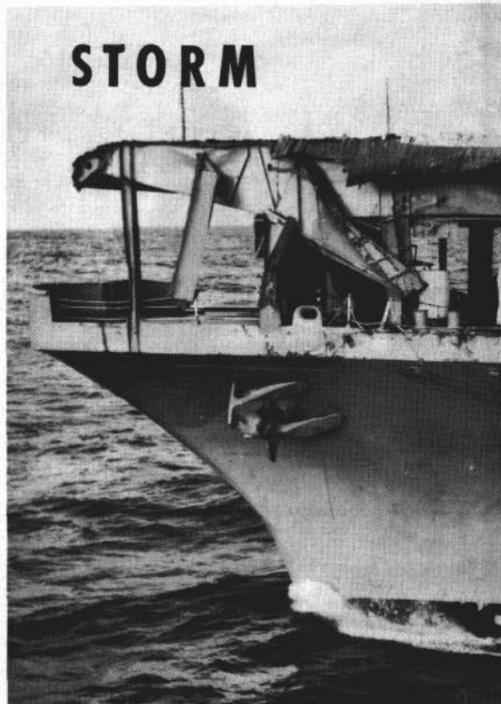
In a small ship, damage control central may simply be one of the damage control stations. Regardless of what or where it is, there are always alternates which can take over DC Central if it is destroyed.

NECESSITY for damage control is obvious in war when there is an ever-present danger from the enemy.

COMBAT



STORM



and War

There are also provisions for passing down the leadership of damage control parties so that no party will be without a leader.

IF DAMAGE CONTROL CENTRAL is the brain, the nerve endings are in the repair parties. There is one to fight damage in every part of the ship—a deck or topside repair party, a forward party, and amidships, propulsion and gunnery repair parties.

Assigned to each party are men in ratings normally found in the area the party safeguards. For instance, a propulsion repair party might have machinists' mates, machinery repairmen, boilermen, enginemen and firemen.

It is also likely to have an electrical officer or a senior electrician's mate.

The jobs done by men engaged in damage control are myriad. The specialists in the field—the damage controlmen themselves—spend a lot of time taking preventive measures.

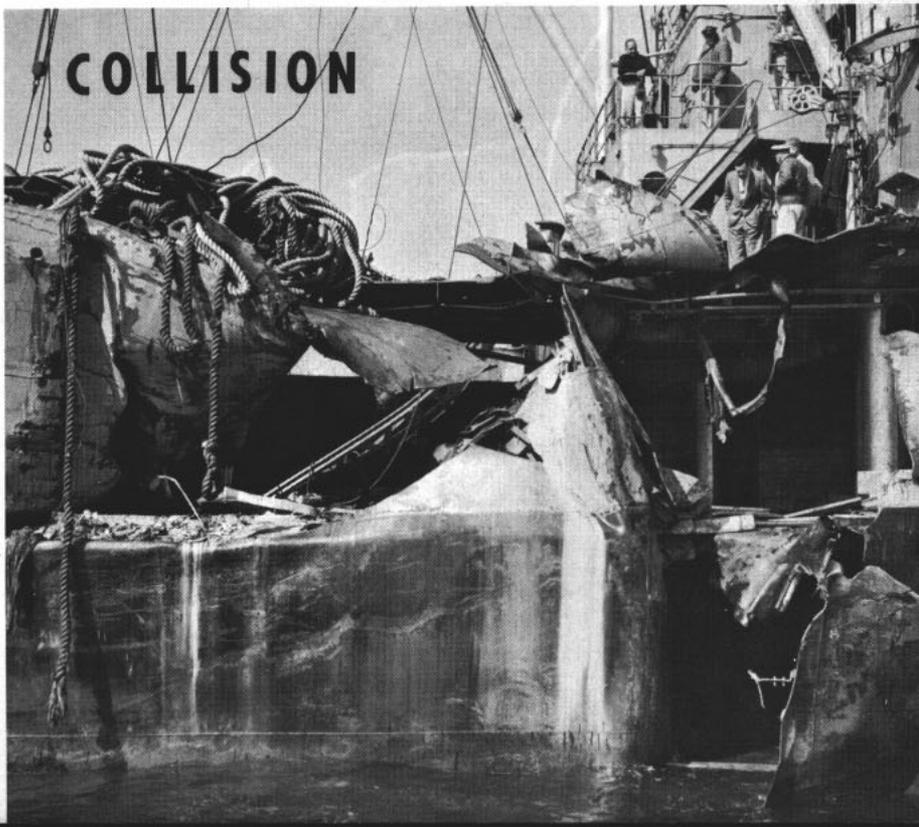
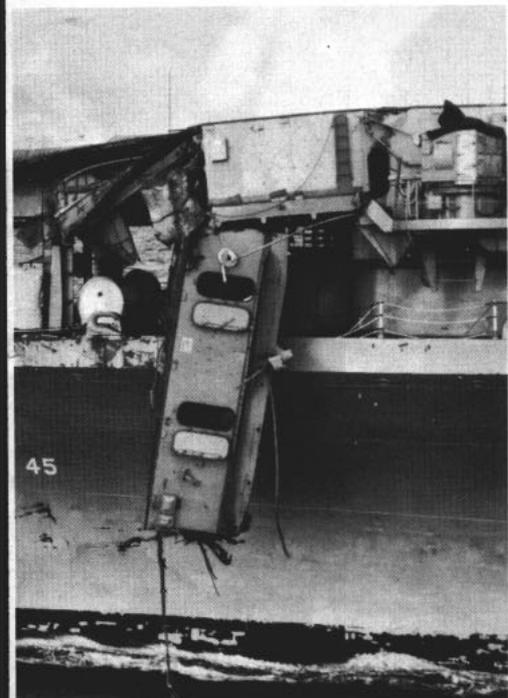
It is their job to see that watertight and airtight fittings such as hatches and doors are really water and air tight. If they have done their job well, when trouble comes, and water or fumes spread through the

FIRE



IN PEACETIME DC knowledge is a necessity due to threats from storms, fires and possibility of collision.

COLLISION





HOW NOW—Navymen fight fire and flood in drills. Man who appears to have lost his head merely ducked.

ship, the affected compartments can be isolated, thus preventing further flooding or minimizing the danger of explosion.

They keep an eye on the draft of the ship and correct it from time to time to maintain the ship's stability.

They take soundings to see if dry spaces are really dry, or that spaces containing liquid don't contain too much. (Too little liquid often results in a dangerous condition of too greatly increased free surface effect.) If the ship lists after damage has been inflicted upon it, spaces may have to be flooded to correct the ship's balance.

ALTHOUGH MANY NAVYMEN may spend their entire careers in the Navy without having had to cope with battle damage, many have ex-

perienced the fury of a storm at sea and seen the results of the awesome strength of wind and waves.

Early in 1959 the men on board *USS Valley Forge* (CVS 45) were confronted with just such an eventuality, which brought into play the training and teamwork of its damage control parties.

Movie time on *Valley Forge* one night about a week out of Norfolk found the barometer pushing down on 29.6 inches. The wind had hit 72 knots through clusters of radar antennas and drowned the whistle blasts that emerged at clocked intervals.

The seas ranged from 50 to 60 feet and *Valley Forge* pitched more than 85 feet.

All hands were repeatedly warned to keep clear of the flight deck, cat-

walks and all the weather decks.

During the third reel of the movie in the wardroom, the ship rolled violently to port then paused at 22 degrees. There was a slow vertical tremor as though the ship were riding over a series of timbers. Dishes crashed in the pantry and men braced themselves in their chairs.

The beleaguered movie operator lunged toward the projector in time to keep it from skipping off the table. Just then an announcement came from the bridge saying that the forward end of the flight deck had been carried away.

At the height of the storm, green seas broke over the flight deck and ripped loose a section of the port catwalk, hurling it across the catapults. Before the ship could recover from this blow, a second and much larger green sea struck.

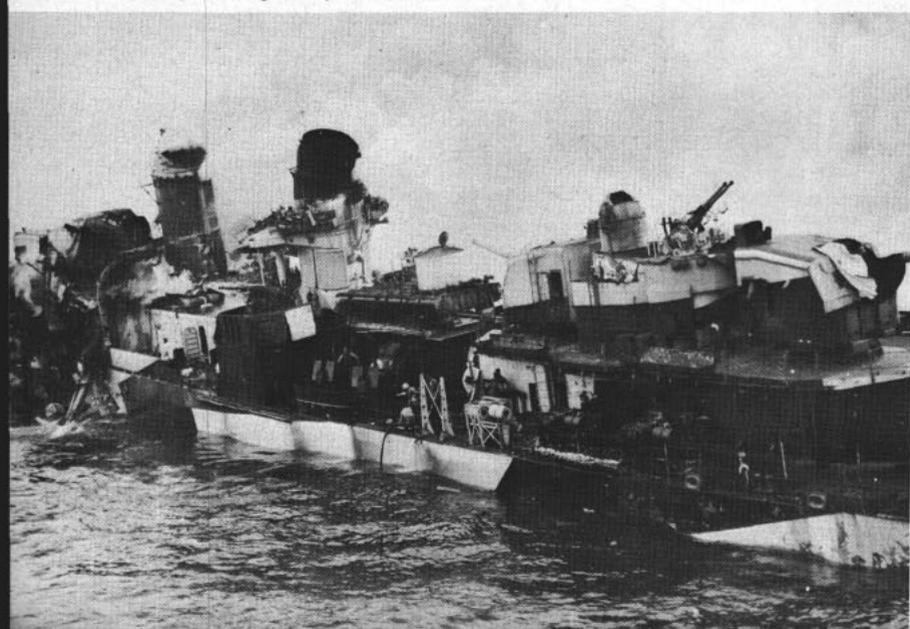
The port side of the flight deck, unable to withstand the second blow, gave way, and an area extending 70 feet aft broke off in two sections.

The larger section, partly sheared off, held fast to the deck even though bent down. The smaller section, containing the port catapult track, was severed completely and hung by an unparted catapult cable and a bundle of electrical conduits.

This section swayed freely, pounding the ship's side with each roll. It punctured the hull plating, exposing a stateroom, occupants and all.

Meanwhile, strong gasoline fumes were detected in the hangar deck. Damage control took the precaution of lowering number three elevator to provide ventilation during the search for the source of the fumes.

GOOD DAMAGE control kept many ships afloat in WW II. *USS Hazelwood* (DD 531), damaged by two kamikazes, was able to make port and repairs.



ONE OF THE DECISIONS which confronted damage control was what to do about the constant pounding of the broken-off section of the flight deck against the hull. If the cables holding it parted, the bare ends of the wires could start fires, particularly in the presence of gasoline fumes.

After studying the situation, however, damage control decided not to cut the section adrift and to trust the strength of the cables until daybreak.

When the origin of the fumes was traced to fuel tank vents of the aircraft, about 10 gallons were drained from each tank, eliminating that hazard.

Meanwhile, all electrical circuits in the forward area had been secured. This was important. (Not securing electrical circuits in the damage area is a common error in damage control exercises.) Evacuation of all compartments forward of frame 15 was ordered.

The next morning, the storm was still going full blast. Deck watches secured planes and equipment. Damage controlmen found daylight showed much greater damage than had been suspected in the dark.

The forward end of the flight deck was distorted to such an extent that the starboard catapult track appeared to be misaligned and the number one elevator was jammed in place.

From a forward compartment buckled plates could be seen and heavy steel beams were twisted beyond recognition.

As soon as it was light enough to work, a damage control party cut the catapult cable and conduits, and the dangling smaller section of the flight deck was set adrift.

Had the big carrier been operating under wartime conditions, the flight deck would have been jury rigged and the catapult repaired to keep the planes in operation.

When the wind had abated to a mere 35 knots there were the usual stories—one to the effect that the clinometer in main engine control had pointed to 40 degrees.

For damage control parties, however, such stories were not necessary. It was quite obvious that they had been through one big storm.

A STORM AT SEA, of course, is one thing. A fire at sea is another. During World War II, damage control parties had opportunities to dis-

(Continued on page 34)

MARCH 1963



ON STATION—Check-off is made at damage control station during GQ. Below: FTG checks out decontamination after simulated atomic attack.

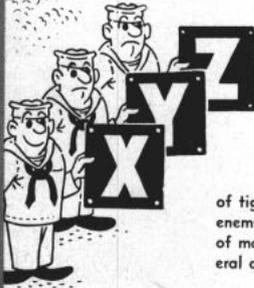




DAMAGE

Damage control is concerned not only with battle damage, but compartmentation, stability, buoyancy, and the prevention of precautions and preparations, disaster does strike, the survival control measures after the damage occurs. Although damage knowledge of ship construction, characteristics, stability, and In other words, the safety of a ship is an all hands operation.

MATERIAL CONDITIONS OF READINESS



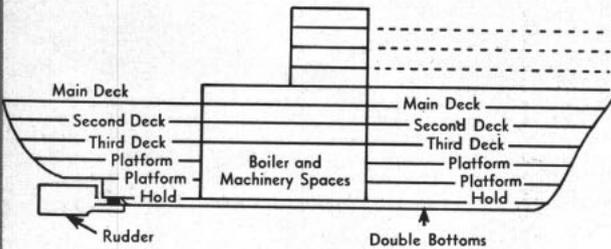
In order to use compartmentation to its fullest advantage, and to further provide for maximum preparedness, all the doors, hatches, scuttles, accesses, valves, and fittings of damage control value are classified and marked. Navy vessels maintain different material conditions of readiness according to whether contact with the enemy is improbable, probable, or imminent. Each condition represents a different degree of tightness and guarantees the maximum protection for the proximity of the enemy, with due regard for the health and comfort of personnel. The setting of material conditions is normally a departmental responsibility. When general quarters is sounded, setting condition Zebra is an all hands responsibility.

CASUALTY MARKS

- Δ \overline{A} \overline{B} \overline{C} CLASSES A, B, C, FIRES—REPORTED
- Δ \overline{A} \overline{B} \overline{C} CLASSES A, B, C, FIRES—UNDER CONTROL
- Δ \overline{A} \overline{B} \overline{C} CLASSES A, B, C, FIRES—OUT
- Δ CLASS A FIRE—REFLASH WATCH SET
- Δ CLASS A FIRE—COMPARTMENT TESTED
- Δ CLASS A FIRE—FIRE OVERHAULED
- F FLOODING
- F300 FLOODING AT RATE OF 300 GPM
- F FLOODING—REPORTED

WTD WAT

DECK SYMBOLS FOR NAVY SHIPS



Ships Built Before March '49	Ships Built After March '49
0400	04
0300	03
0200	02
0100	01
100	1
200	2
300	3
400	4
500	5
600	6
900	7

CLASSES

CLASS A

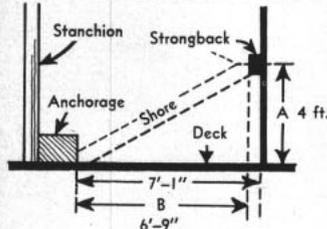
Class A fires are fires in ordinary combustible materials such as bedding, mattresses, dunnage, books, paper, cloth, canvas, and wood. All Class A fires leave embers which are likely to rekindle if air comes in contact with them. Therefore, extinguish fires completely.

CLASS B

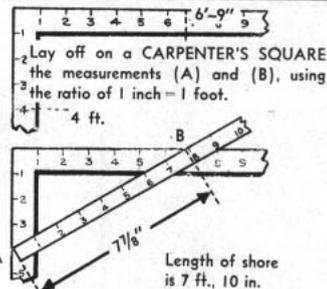
Class B fires are those that are in flammable substances such as gasoline, jet fuels, kerosene, oils, paint, turpentine, tar, grease, and other combustible substances which do not leave embers or ashes. Chemical and foam products are best fighting agents for B type fires.



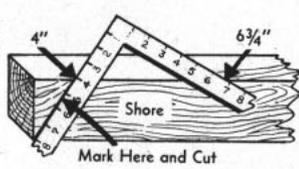
CUTTING THE ANGLE



Measure the distance (A) from the center of the strongback to the deck. Then measure the distance (B) from the edge of the anchorage to the bulkhead, minus the thickness of the strongback.



Measure the diagonal distance between (A) and (B). This is the length of the shore in FEET.



Lay the square along the shore as indicated, making sure that the measurements 4 in. and 6 3/4 in. lie along the same line.



Measure center of cut and mark a right angle to it for second cut. You now have one end of the shore cut.



A sharp point on shore required to take pressure will slip and curl, letting shore move and work loose.



This is the simplest and strongest shoring structure. Shores perpendicular to bulkhead exert maximum pressure.



The usual method of installing shores is by a triangulation system.



The basic structure is repeated as often as necessary.

SHORING PR

CONTROL

also with the maintenance of structural strength, watertight fire and explosion, in port as well as at sea. If, in spite of all of a ship will often depend upon prompt and correct damage control may rest primarily in the hands of specialists, detailed the tools of the trade is available to men in related ratings.



PATRICK

KING SYMBOLS

- FLOODING—BEING PUMPED OUT
- FLOODING—COMPLETELY PUMPED OUT
- HOLES
- HOLES PATCHED
- BROKEN PIPE OR LINE
- BROKEN LINE REPAIRED
- BREAK ISOLATED
- BREAK BYPASSED
- SHORING
- FIRE MAIN

ERTIGHT DOOR



MATERIAL CONDITIONS OF CLOSURE

The following illustrates material conditions of closure.

Condition	Damage Is	Close Fittings Marked
X-Ray	Improbable (well protected harbor)	X
Yoke	Probable (cruising conditions, unprotected harbors)	XY
Zebra	Imminent (battle conditions, maximum protection)	XYZ

Circle X and Y fittings may be opened without special permission when proceeding to battle stations or during action if it is necessary to do so to fight the ship. They must be kept closed when not in use. Red circle Z fittings may be opened during prolonged periods of General Quarters. However, these fittings are guarded for immediate closure. Circle W fittings, normally opened, are closed only to prevent ABC contamination or smoke from entering a vent system.



OF FIRES

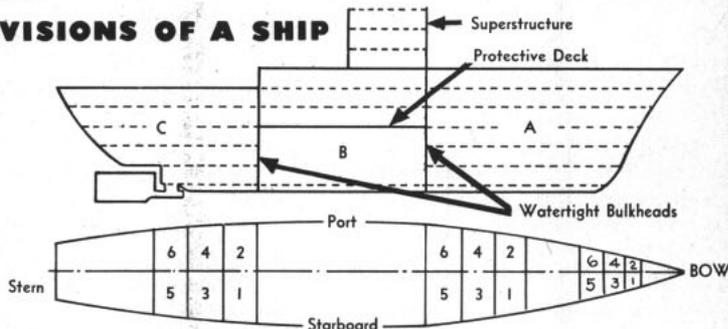
CLASS C



Class C fires are fires in live electrical materials. They present an extra hazard to the fire fighter, because of the danger of electrical shock. It is important to avoid damaging the electrical equipment. The first step is to secure the power to the circuit. Use carbon dioxide.

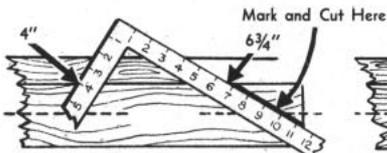
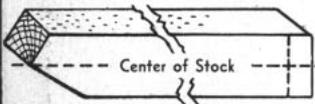


DIVISIONS OF A SHIP



LES OF A SHORE

Along center of stock, measure length of shore, 7 $\frac{7}{8}$ feet.



Slide carpenter's square down to center point on perpendicular, keeping the same line as before. This time, mark cutting line on other side of square.



Mark here and cut



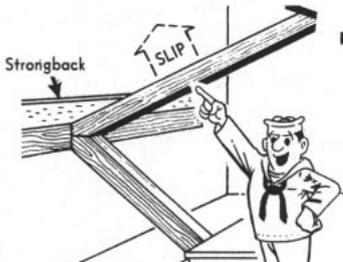
Mark a right angle from center point of this cut for second cut.

You now have a shore 7 $\frac{7}{8}$ feet long with ends properly cut.

INCIPLES



Relatively long shores which support heavy pressure may have a tendency to bow. Supporting shores A, B, C, should be installed for greater strength.

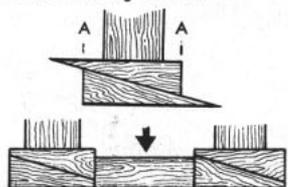


When one shore is longer than the other, a wider strongback will keep the longer one from slipping.

Remember

The length of a shore should never be over 30 times its minimum thickness

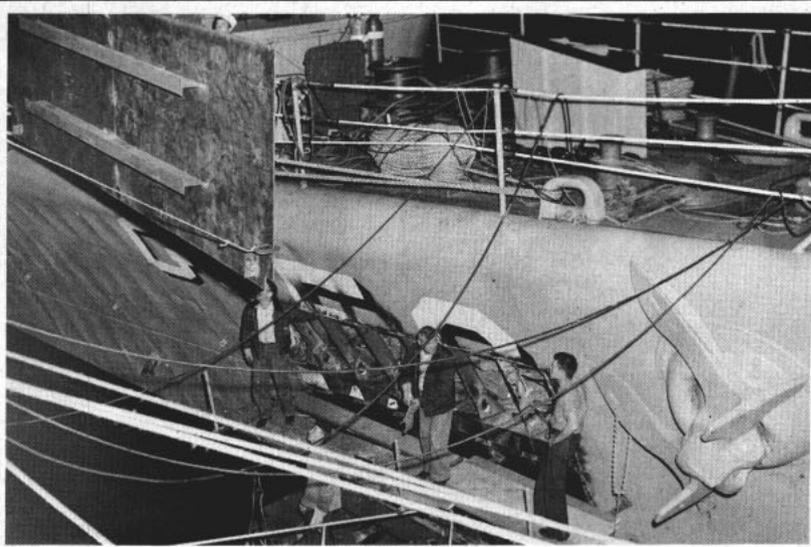
After wedges have been driven home, cut them off along line A-A.



Cut blocks of 2 x 4 to fit the gap and tap them in snugly.

The use of a Shore





DCs Must Know Just About Everything

Damage controlmen are jacks of all trades. The knowledge of carpentry required of them, for instance, would boggle the mind of the most avid do-it-yourselfer.

They must know how to use the equipment of damage control; how to build; how to fight fires; and they must be familiar with the ABCs of atomic, biological and chemical warfare and defense.

For a rundown on what damage controlmen are expected to do, here are some of the items in the DCs' qualifications for advancement.

In carpentry and woodworking he must know the characteristics of woods and glues the Navy uses in woodworking.

He also has to know how to join wood and how to make cofferdams and jumpers and be able to diagram fire mains, drains and other assorted plumbing used aboard ship.

He must have better than a nodding acquaintance with the boats used in the Navy and how to repair them.

When it comes to fighting fires he must, of course, know what equipment he can use and how to use it, plus the chemistry of fire and the chemistry of the extinguishing agents.

When the ship runs into some kind of violent trouble, the damage controlman must draw upon his knowledge of the principles and methods of bracing and shoring and how to rig and use casualty power systems.

He must know how to trim the ship; and this covers a multitude of calculations.

The ABCs of atomic, biological and chemical warfare include a knowledge of the types, characteristics and effects of nuclear blasts.

A damage controlman also has to be able to:

- Collect biological samples for laboratory analysis.
- Decontaminate the ship's surfaces, equipment and personnel.
- Recognize how heat from nuclear blasts is modified by weather, distance and shelter.
- Recognize the types and characteristics of biological agents and the way they are spread. This also applies to chemical agents.

If a damage controlman sees an injured man lying in the path of danger, he has to know how to carry him to safety and administer artificial respiration and stop bleeding, if need be. If the man is in shock or burned, our DC man also has to know what to do.

Of course, in addition to all this, he has to know the workaday mechanics of supply and be able to take care of his equipment after he gets it. He also must be able to handle the administrative details of his job.

Someone once said, a little knowledge is a dangerous thing. Perhaps for damage controlmen, just a little knowledge would be a dangerous thing, for it requires a lot of knowledge and skill to keep damage within bounds.

(Continued from page 31)

play their effectiveness against oil and gasoline fires as well as those caused by explosion.

More recently, there was the fire that broke out on board *uss Constellation* (CVA 64) during sea trials.

A gasket broke in the main machinery compartment; black oil spewed onto a hot surface and immediately flashed into flame.

All hands in the compartment, the place where damage control begins, went into action and immediately secured the fuel pump, cutting off the flames' source of supply.

Damage control central almost instantaneously flashed the alarm and, within minutes, a damage control party was getting at the fire with foam through the escape trunk. The fire was extinguished in a minimum of time.

The medical department, which functions as a part of damage control, contributed its skills toward lessening the trouble with its efficient treatment for smoke inhalation of the approximately 20 men in the compartment when the fire flashed into life.

Bear in mind that this was a new ship, at sea for the first time. The men of her crew had had very little time in which to acquaint themselves with the location of their gear, yet they were able to function smoothly and efficiently as a team.

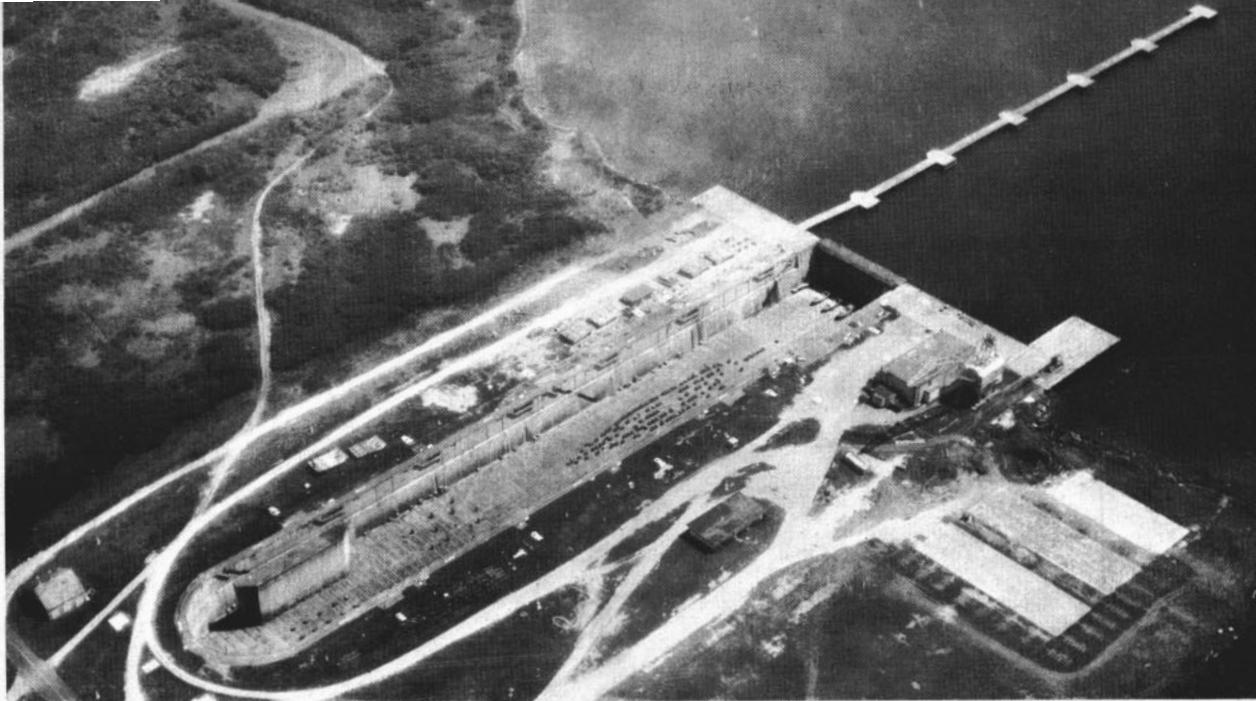
THE SMOOTHNESS which characterized damage control in this instance did not come about accidentally. It was the result of frequent drills by firefighters before the ship put to sea.

Much the same is true of every ship—damage control techniques are sharpened by constant drills. The men in DC parties know what to do when it's for real.

This not only applies to damage with which the Navy has had actual experience, but would also apply in the event of atomic, biological or chemical attack.

Damage control is the checkmate of disaster. It is to the credit of damage control parties that their efforts have usually been successful although, even in retrospect, their chances of simple survival, not to mention saving their ship, seemed nearly impossible.

Time after time, their work has kept ships afloat and fighting against impossible odds. — Robert Neil.



Drydock in the Caribbean

A DRYDOCK is still called a drydock even when filled with more than 55 million gallons of water.

That's the capacity of the largest drydock in the Caribbean area and it's located at the U. S. Naval Station, Roosevelt Roads, Puerto Rico.

Measuring more than 1000 feet in length and 150 feet wide, it can accommodate the largest of warships including *uss Constellation* (CVA 64) and *Enterprise* (CVAN 65).

Let's follow a ship as she prepares to enter the seven and three-quarter million cubic foot dock and see what takes place.

First, the empty drydock is slowly filled with sea water through several sluice gates. When water pressure on both sides of the hollow caisson gate is equal, the gate is floated to one side of the entrance to the drydock. The ship is carefully maneuvered into the dock and the gate is brought in behind her to its original position. Four giant pumps—each powered by a 1200 horsepower electric motor—then start emptying the water back into the sea. Water pressure on the outside of the gate keeps it in place and rubber seals around the gate's edge prevent water from entering the dock while the ship is being repaired. The emptying process is completed in only two and one-half hours.

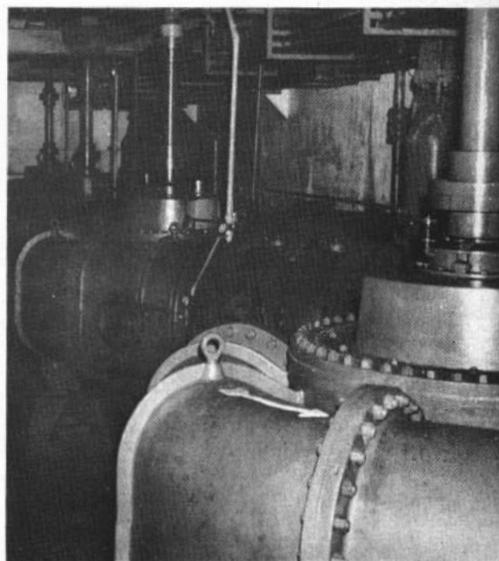
Finally, the ship settles into the desired position on the bottom, resting atop pre-set timber blocks.

The above-mentioned procedure is

reversed to get the ship out of the dock.

Smaller ships and boats can be physically lifted and set within the drydock by a huge crane that operates as a working part of the drydock apparatus. The crane—with a capacity of 50 tons—can encircle the dock on tracks under its own power. The crane is also used for materials handling in connection with drydock operations.

Clockwise from top: (1) Aerial photo shows over-all view of the large drydock. (2) These four pumps empty water from the drydock in two and one-half hours. (3) The 50-ton capacity crane is used to lift small ships and boats into the drydock.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

That's a Lot of NSFO

The veteran Pacific Fleet attack aircraft carrier *uss Hancock* (CVA 19) achieved a record of sorts in 1962, when the year's twenty millionth gallon of Navy Special Fuel Oil was pumped into her bunkers at Pearl Harbor, Hawaii.

Nearly four million gallons of this total have been re-pumped to destroyers during countless refueling-at-sea evolutions. Most of the rest of it, however, powered *Hancock* around and about the Pacific during the year. And to give you some idea of how much NSFO (Navy Special Fuel Oil) it takes to operate an aircraft carrier these days, consider these added figures.

The previous record, a little more than 14 million gallons, was set back in 1961. During 1962 alone, however, *Hancock* steamed more than 68,000 miles. This extensive operating schedule, combined with low winds much of the time, made continuous speeds of 20 to 30 knots while launching and recovering aircraft a necessity.

DDG Honors First SecNav

The guided missile destroyer *Benjamin Stoddert* (DDG 22) was launched at Seattle, Wash., in January. The new DDG was named for the first Secretary of the Navy, who served from 1798 to 1801 during the administration of President John Adams.

Secretary Stoddert was instrumental in creating a formidable United States fleet at a time when the United States and France were near war because of acts against



CARRIER ME HOME — After a few days on board *USS Leary* (DDR 897) LTJG R. B. Martin begins return trip to *USS Independence* (CVA 62).

American merchant shipping by armed French privateers.

Stoddert also acquired property for the development of yards and docks which eventually became the Portsmouth, N. H., Boston, Norfolk, New York and Philadelphia Naval Shipyards and the Washington Navy Yard.

He was also responsible for drafting the bill for the government of the U. S. Marine Corps and began construction of the U. S. Naval Hospital at Newport, R. I.

The new DDG is armed with the *Tartar* surface-to-air missile, *Asroc* and two five-inch, 54-caliber rapid fire guns.

The 437-foot, 4500-ton *Benjamin Stoddert* will be manned by a crew of 25 officers and 330 enlisted men.

Plastic Hedgehog

When Alice was invited to play croquet with the Queen of Hearts, she discovered the ball she was expected to use was not a ball at all but a hedgehog.

Since the real hedgehog gave Alice a considerable amount of trouble, she might have wished it were made of plastic, had she known what plastic was.

In the 20th century, the Naval Ordnance Laboratory at White Oak, Md., has come through with a plastic case for hedgehogs.

This one is not used for croquet. It is the hedgehog with which every destroyerman and numerous enemy submarines are familiar—the World War II ahead-thrown weapon fired from the destroyer bow.

The new plastic cartridge case for the hedgehog has been released for production to replace the brass cartridge case formerly used to propel the weapon.

The new case, made of high density polyethylene plastic, will be less susceptible to water leakage during storage and can be produced more economically.

As most Navymen know, the weapon is a missile-shaped projectile equipped with a slender tail tube which houses the cartridge case and serves to hold the weapon on a firing post.

When it is detonated, the propellant in the cartridge case creates pressure in the hedgehog's tail tube which then acts rather like a rocket to propel the weapon free of its firing post.

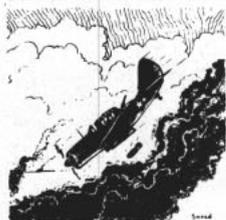
Hedgehogs are usually fired in patterns of 24 projectiles and explode on contact.

The new plastic cartridge case will increase the hedgehog's range of approximately 850 feet by about 50 feet using the same powder charge and without exceeding the maximum tail tube pressure of 18,000 pounds per square inch.

This neat trick is accomplished because of a better gas seal between the sidewall of the weapon's tail tube and the plastic cartridge case.

The new case also causes less friction than the old brass case.

YESTERDAY'S NAVY



On 1 Mar 1944 the U. S. Naval Base was established at Milne Bay, New Guinea. On 2 Mar 1943 the Battle of the Bismarck Sea opened with the sinking of eight Japanese transports and four destroyers. On 4 Mar 1942 aircraft from VADM Halsey's task force bombed Marcus Island. On 4 Mar 1944 U. S. planes attacked Choiseul, in the Solomons. On 10 Mar 1942 carrier-based U. S. aircraft bombed Japanese shipping at Salamaua and Lae. On 12 Mar 1942 U. S. forces arrived on New Caledonia to establish a base at Noumea.

Twenty Ships Deploy to Med

Twenty Atlantic Fleet ships, including *uss Enterprise* (CVAN 65) and *uss Bainbridge* (DLGN 25), departed East Coast ports in February to relieve units of the Sixth Fleet in the Mediterranean.

This is the first deployment of *Bainbridge* to the Mediterranean.

The Norfolk-based ships, in addition to *Enterprise* and *Bainbridge* are: the guided missile cruiser *uss Canberra* (CAG 2); the guided missile frigate *Dahlgren* (DLG 12); the guided missile destroyers *John King* (DDG 3) and *Lawrence* (DDG 4); the destroyers *Dupont* (DD 941), *Henley* (DD 762), *Willard Keith* (DD 775), *Haynsworth* (DD 700), and *John W. Weeks* (DD 701); and the ammunition ship *Wrangell* (AE 12).

The exchange of ships, which took place the latter part of February, occurs periodically between units of the Second Fleet in the Atlantic and Sixth Fleet in the Mediterranean. The relieved ships were deployed last August.

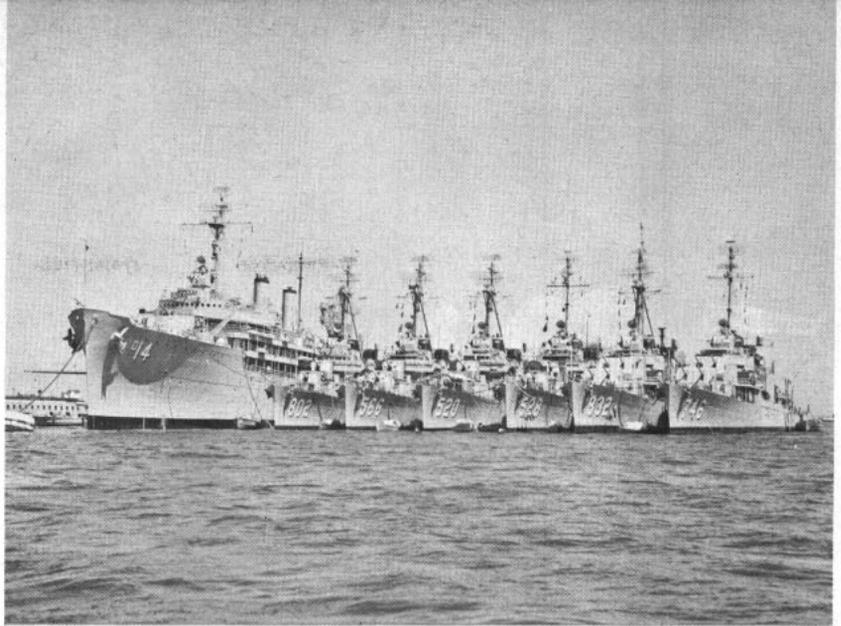
Enterprise will return to Norfolk in late August, and *Bainbridge* will return to her home port, Charleston, S. C., the latter part of June.

In addition to the Norfolk-based ships, eight other ships will make up the force: the ammunition ship *uss Nitro* (AE 23), homeported in Davisville, R. I.; the fleet oiler *Salamonie* (AO 26) and the destroyers *John Paul Jones* (DD 932), *Norris* (DD 859) and *Bristol* (DD 857), Newport, R. I.; the fleet oiler *Kaskaskia* (AO 27) and the destroyers *Fiske* (DDR 842) and *Hawkins* (DDR 873), homeported in Mayport, Fla. The movement involves approximately 11,500 men.

Flying Research Lab

The Naval Oceanographic Office is making a flying oceanographic research laboratory out of a modified *Super Constellation* aircraft. Equipped with instruments which will provide information on ocean conditions, the plane will be capable of giving the Navy data on short notice over areas of the ocean not normally covered by ships.

The instruments to be installed in the *Constellation* will be tested in the vicinity of Argus Island, an oceanographic research tower located about 22 miles southwest of Bermuda. The tower is equipped with



TENDER SERVICE—*USS Dixie* (AD 14), one of three large destroyer tenders in the Pacific Fleet, can handle six DDs simultaneously.

instruments which will provide comparative measurements with those on the aircraft.

When the test program is completed, the *Constellation* will take part in Fleet exercises from its home base, the U. S. Naval Air Station, Patuxent River, Md.

Missile Designators

If anyone should ask, "I wonder what all those numbers and letters painted on missiles and rockets mean," you can come up with the following information. It will provide you with a fine ploy in the art of one-upmanship.

Most guided missiles and rockets, except space vehicles and those systems designed for line-of-sight ground fire to ground targets and

naval torpedoes, will have a five-symbol designator.

Operational missiles will have a letter which will indicate whether they are to be launched from underwater, from land or in the air. If a missile is still experimental, a letter will indicate its status.

A second letter will indicate its mission. For example, underwater attack, aerial interception or decoy:

A third letter designation will tell the informed Navyman whether he is looking at a guided missile (which can be controlled either remotely or from within), a rocket (whose flight path or trajectory can't be changed after launch), or a probe (used to penetrate aerospace and report information).

Don't let anyone trip you up on this last item. Outer space probes are not covered by this definition.

In addition to these letters, a number will identify different basic designs. For example, if you see a missile with a number "2" painted on it, you will know that it is a missile in the second stage of design.

A final letter will indicate major modifications to a basic design.

It is the Air Force's job to maintain this designation system and assign designators to all present and future missiles and rockets as well as to list the popular names for all these vehicles.

The service which develops the missile has the privilege of naming its bird, but must be careful not to christen it with a name which can be confused with the designations of other vehicles either in the experimental or operational stages.



ARGUS ISLAND, a tower on an underwater volcano 30 miles southwest of Bermuda, serves as a relay point for hydroplanes placed on ocean's floor.



BATTLE EFFICIENCY 'E' on plane of Attack Squadron 115, embarked on USS *Kitty Hawk* (CVA 63), is given final touch by R. Held, AMS1.

NavAirPac 'E' Awards

The final Battle Efficiency "E's" for fiscal 1962 have been awarded to USS *Ticonderoga* (CVA 14), *Yorktown* (CVS 10) and *Pine Island* (AV 12), all of the Naval Air Force, U. S. Pacific Fleet. After competition in every phase of operation and administration, the three ships were judged to be the most battle-ready among NAVAIRPAC attack carriers, ASW support carriers and seaplane tenders. (Battle Efficiency "E" awards throughout all other Fleet and Force commands were listed in ALL HANDS, November 1962.)

In addition to the over-all battle efficiency awards, NAVAIRPAC distributed Departmental "E" awards as follows:

Operations—*Bon Homme Richard* (CVA 31), *Bennington* (CVS 20) and *Pine Island*.

Air—*Bon Homme Richard*, *Kearsarge* (CVS 33) and *Pine Island*.

Engineering—*Ticonderoga*, *Hornet* (CVS 12) and *Pine Island*.

Weapons—*Ticonderoga*, *Yorktown* and *Currituck* (AV 7).

Communications — *Ticonderoga*, *Yorktown*, *Kearsarge* and *Salisbury Sound* (AV 13).

Antisubmarine Warfare — *Kearsarge*.

Supply—*Ticonderoga* and *Oriskany* (CVA 34).

Also, battle efficiency pennants

were awarded to nine AIRPAC aircraft squadrons judged the best of their respective types:

Fighter (All Weather)—VF 193.

Fighter (Day)—VF 91.

Attack (Jet)—VA 93.

Attack (Prop)—VA 115.

Attack (Heavy)—VAH 2.

Patrol (Land)—VP 4.

Patrol (Seaplane)—VP 50.

Air ASW—VS 33.

Helicopter ASW—HS 8.

NAVAIRPAC squadrons nominated for the fiscal 1962 Captain Arnold Jay Isbell Trophy, awarded each year to squadrons that excel in Air Antisubmarine Warfare operations, are *Patrol Squadrons* 4 and 50, *Air ASW Squadron* 33, and *Helicopter ASW Squadron* 8. After judging, winning squadrons of both the Atlantic and Pacific Fleets will receive engraved plaques. (CAPT Isbell, after whom the trophy is named, distinguished himself during World War II with antisub work. His trophy was first awarded to top ASW squadrons in 1959.)

Three E's for Taussig

If the members of the crew of USS *Joseph K. Taussig* (DE 1030) brag a little, they will have to be forgiven, for they have ample reason for pride. Last December they copped three "E" awards for their ship (Battle Efficiency, and Depart-

mental Excellence Awards in Weapons and Operations).

The Battle Efficiency "E" was awarded because *Taussig* rated the highest score in over-all battle readiness evaluation during the competitive year.

The score is set by averaging the grades made by ships for exercises in gunnery, antisubmarine warfare, engineering, communications and operations, with items such as smartness, efficiency and over-all performance in Fleet operations thrown in for good measure.

Departmental "E" awards are made on the basis of highest standards in the ship's departments.

Taussig now takes her "Es" on her bridge (both port and starboard sides) as well as on her battle efficiency pennant.

Plunger at Pearl

The newest addition to the Pacific Fleet Submarine Force arrived in Pearl Harbor early this year when USS *Plunger* (SSN 595) docked at the Submarine Base.

Commissioned 21 Nov 1962 at Vallejo, Calif., *Plunger* is the Navy's 27th nuclear-powered submarine.

Combining the hydrodynamic shaped hull form of *Albacore* with a nuclear reactor plant, *Plunger* has a capability of prolonged submerged operations and high submerged speeds. She is 278 feet in length and displaces about 4400 tons. Extensive use of sound isolating methods and materials, as well as advanced sonar equipment, makes her an effective antisubmarine weapon.

Designed to carry nine officers and 85 enlisted men, *Plunger* can remain at sea undetected and self-sufficient for months at a time.

Plunger is the third ship to bear this name. In 1893 Congress provided authorization for the first submarine to be built at a cost of \$200,000. President Theodore Roosevelt became the first Chief Executive to ride in a submarine on 25 Mar 1905, aboard *Plunger* in Oyster Bay, N. Y.

The second *Plunger* was built in 1936 and saw active duty until she was stricken from the Naval Register of Ships on 5 Jul 1957. During World War II the second *Plunger* was cited many times for heroism in action during her 12 war patrols.

Plunger will raise the number of nuclear-powered submarines operating out of Pearl Harbor to five.

More LPDs Building

The Bureau of Ships has awarded the contracts for the ninth and tenth amphibious transport dock ships (LPDs) to a private shipbuilding company in Pascagoula, Miss.

LPDs have the ability to carry both landing craft and transport helicopters along with combat troops and their equipment. The primary duty of the helicopters they carry is the delivery of heavy pieces of combat equipment needed by troops landed from the ship.

LPDs 9 and 10 will be approximately 570 feet long, 84 feet at the maximum beam, and will have a full load displacement of 16,550 tons.

At present, the Navy has one amphibious transport dock in commission, *uss Raleigh* (LPD 1), operating with the Atlantic Fleet. Two others will be commissioned this year and five more are under construction or contract.

The first eight were built or are building at the New York Naval Shipyard.

New ASW Helicopter

In an era of 17,000 mile-per-hour spaceships and dozens-of-miles-a-minute jets, you might, at first glance, find it difficult to get very excited over news of the world's first 200-mile-per-hour helicopter.

To the thousands of Navymen currently working day and night to increase the U. S. Navy's antisubmarine warfare capabilities, however, the advent of the new SH-3A (formerly HSS-2) *Sea King* jet helicopter is exciting—and rightly so. To them, this revolutionary turbocopter represents a big forward step in their unceasing ASW efforts.

Unidentified submarines are known to be operating in considerable numbers in the Pacific, and the SH-3A was especially designed to aid the Pacific Fleet in countering this potential menace. As one of the first Navy copters to combine both hunter and killer capabilities, *Sea King* can detect, identify, track and, if it should become necessary, destroy aggressor submarines. It can accomplish these tasks day or night, under any or all weather conditions.

Sea King began operating with the U. S. Seventh Fleet in the Far East the past summer. Already it has impressed all hands with its consistently top-grade performances on gruelling four-hour ASW patrols.

Externally, the SH-3A differs very



JET JOB — Speedy *Sea King* was designed to aid Fleet in ASW. The new hunter-killer helicopter is shown in operation from *USS Kearsarge* (CVS 33).

little from the conventional helos which have been operational in the Pacific for years. The two items which make it different and the stunning new ASW weapon that it is, are its twin gas-turbine engines, compact enough to fit within a man's armspan and light enough to be lifted by only two men—yet powerful enough to develop 1250 horsepower apiece.

Sea King is over 72 feet long (including main rotor and tail pylon), 16 feet high, and weighs just over 17,000 pounds. Packed with sonar gear and weapons, and carrying a crew of four, it can carry out ASW missions independently, or operate as a member of a tri-dimensional hunter-killer group of sub-surface, surface and aerial units.

Acting independently, the SH-3A operates from an ASW carrier, and remains at extremely low altitudes, searching for an initial contact with a sonar transducer dipped beneath the ocean's surface.

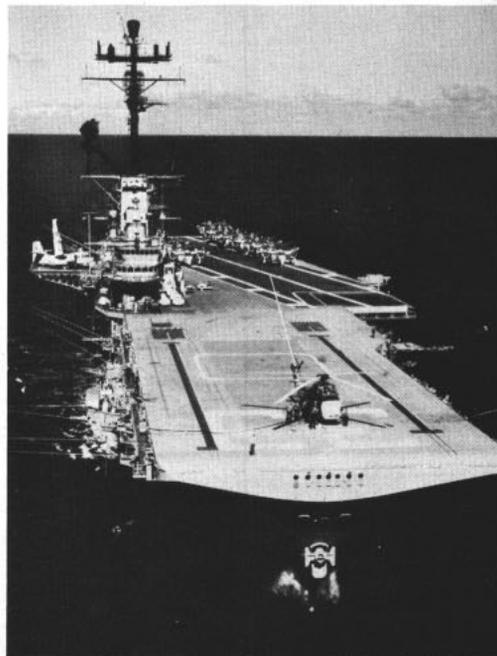
When operating with a hunter-killer group, *Sea King's* mission remains basically the same, but it is also available, and prepared, to pinpoint suspected submarine contacts reported by other members of the group. Destroyers and submarines are vulnerable to attack should they remain in one place too long, and fixed-wing ASW aircraft cannot hover over a contact. Thus, it is up to the helicopter to remain with a sub as it attempts to evade destruction and escape. Other units may then step in to make the kill—but *Sea King* is fully equipped to do that job too.

Sea King can climb more than 900 feet a minute, and has a hovering

ceiling of over 8000 feet. Early in 1962 it became the first helicopter in world aviation history to exceed 200 miles an hour in an officially sanctioned speed trial. It reached a speed of 210.65 miles an hour over a 19-kilometer (11.81 miles) course in Connecticut, eclipsing a Russian record of 199.4 miles an hour set in September 1961.

In the process the speedy new whirlybird also completed a clean sweep of the world's five major helicopter speed records. It previously held the three, 100, 500 and 1000 kilometer marks.

AT EASE—The SH-3A *Sea King* jet helicopter rests on flight deck of ASW carrier *USS Kearsarge* (CVS 33).



Double Sub Launching

The number of *Polaris* missile submarines was boosted from 15 to 17 one day last January with the launchings of *Nathan Hale* (SSBN 623) and *John Adams* (SSBN 620).

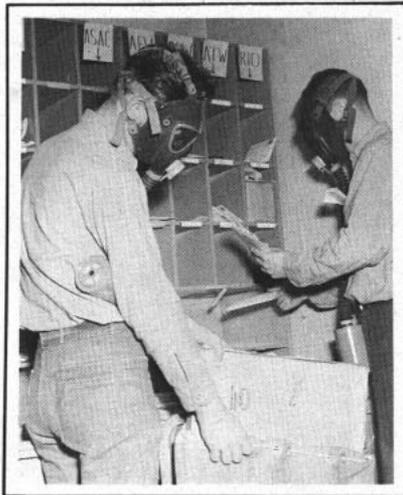
The nuclear-powered subs are of the *Lafayette* class (425 feet in length, 7000-ton full load displacement).

Both will be equipped to fire the operational 1725-mile A-2 *Polaris* missile, and the 2875-mile A-3 version now under development.

Nathan Hale, launched at Groton, Conn., is named for the Connecticut schoolteacher who was hanged for spying for General George Washington during the Revolutionary War.

John Adams, launched at Portsmouth, N. H., is named for both John Adams and John Quincy Adams.

With the double launching the Navy had nine SSBNs deployed on operations with the Fleet, another in commission but not deployed, seven more launched but not commissioned, and 18 under construction or authorized for construction.



VALENTINE'S DAY has come and gone for 1963. Here's how all those perfumed cards and letters were allegedly handled in Navy Post Office at NATTC, Glynco, Ga.

Essex Is Still Going Strong

It appears *uss Essex* (CVS 9) is going for 30.

After 20 years of service, the Navy's oldest active aircraft carrier shows no serious signs of retirement.

Commissioned in December 1942, *Essex* has been holding her own in a changing Navy.

She's a little bigger, and probably a lot tougher, than she was 20 years ago.

More important, working today as the Atlantic Fleet's senior antisubmarine warfare support carrier, *Essex* is useful, and mighty important.

First in a long line of carriers that saw plenty of action during World War II (more than 20 *Essex* class carriers were built; a few, completed after the war, saw no action), *Essex* participated in nearly every major Pacific battle.

She joined the Pacific Fleet at Pearl Harbor, Hawaii, in June 1943, participated, in August, in a surprise attack at Marcus Island, and thereafter worked the wartime Pacific as a support ship for amphibious landings and as a mobile base for air strikes.

In January 1947 she was taken out of commission and placed in reserve at Bremerton, Wash.

Four years later she was recommissioned after having received a \$40 million face lifting that included a new, 888-foot flight deck (original flight deck measured 876 feet) and a new island superstructure.

In August 1951 *Essex* joined Task Force 77 off Korea and made two action cruises.

By February 1956, after a seven-month yard period at Seattle, Wash., *Essex* had taken on an angled flight deck, hurricane bow, and a new second deck edge elevator.

Next, after moving to the Sixth Fleet, she was ordered to support the 1958 Marine landing at Beirut, Lebanon.

Back to the Pacific, *Essex* then worked the Taiwan Straits with the Seventh Fleet.

In March 1960 *Essex* was converted to her present CVS status.

Late last year she showed up off Cuba as a quarantine enforcer.

Now, assigned to the ASW Force Atlantic, *Essex* serves as headquarters, mobile air base, and logistic support ship for an ASWLant hunter-killer group. She carries a variety of ASW aircraft, including SH-3A *Sea King* helicopters and S-2D *Tracker* fixed wing prop planes, which fly antisub missions using sensitive radar and sonar gear.

Essex, after 20 years (16 of them in commission), is still going strong.

This Contest Is the Most

ALL HANDS readers have for some time pursued a favorite Navy sport in this magazine—watching records run up the flagpole and seeing them promptly shot down by someone with a better record.

Some records which have broken into print have lasted a long time, others only as long as it has taken the Fleet to start sniping at them.

In the past, the magazine has announced each claim to a record as it came across our desks. Now, with your support, ALL HANDS plans to make a roundup collection of superlatives and submit it for the examination of the Fleet. Look over the collection and pick a superlative you think you or your ship, or squadron, or station can make a winner.

Candidates should include the youngest CPO, the oldest Navyman on active duty, the most be-medalled sailor, the most traveled man-of-war, longest cruise, and any other first, last or only.

Here are a few more: The top athlete, the record for "E" awards, the most unusual mascot, fastest rigging time, refueling time, replenishing time, toughest storm. the

best chef, the champion boatmen, the largest Navy family, the first (or last) ship to visit Basra, brothers enlisting together, sisters enlisting together, ship with the most commissionings, record for readiness, most ship reunions, longest sea duty, most ports visited, high-lining, number of ships in which served, longest line of Navymen in a single family, number of ribbons, deepest dive, best gunnery score, transit time, most unusual duty, longest homeward-bound pennant, continuous deployment, biggest tow, longest tow, liberty ports visited, top squadron, centurions, grandurions, carrier takeoffs and landings. And a few more: Oldest ships in each class, most veteran destroyer, smallest ship, youngest CO, fastest advancement, most courses completed, and so on.

If you want to make this roundup, send in your claim by the deadline date of 1 June. Any number can play. Just match your favorite feat with the most fitting superlative. If you or your ship haven't done any of the things listed above in a superlative fashion, mention your own specialty.



OUT OF WATER — Atlantic Fleet sailors receive landing party training from Marines at Parris Island.

Landing Exercises at P. I.

A mouse sitting in a corner of a barracks in the lonely weapons battalion area of Parris Island Marine Corps country one morning at oh-five-hundred, would have had the dubious pleasure of seeing 94 Navy-men jump from their bunks into their clothes and hearing the bellow of a Marine Corps sergeant announce breakfast would be served in 10 minutes.

With the accuracy born of practice, the Marine sergeant's prediction proved correct. The Navy-men, brought to Parris Island, S. C., for landing party maneuvers, formed ranks outside the barracks and were marching toward breakfast in exactly 10 minutes—just like the sergeant said.

By oh-six-fifteen, the Navy-men had finished their breakfast and had gone outside for half an hour of calisthenics.

When they finished, the sun had come up and they were off to their first class instruction.

These particular men were from ships of the Atlantic Fleet Mine Force together with 13 men and one officer from *uss Strong* (DD 758). They were at Parris Island to receive training in landing party organization and control maneuvers.

The first day, the men were issued M-1 rifles. By the end of the morning, they had a good working knowledge of the rifle. Another item of knowledge they picked up was how to make up a 40-pound field

marching pack so that they wore it instead of carrying it.

Then came the five-mile conditioning hike with full equipment to a bivouac area at Elliot's Beach. The troops alternated from marching to double time.

When the bivouac area was reached, the troops were divided into 13-man squads each of which received instruction in basic infantry movements and squad tactics along with offensive and defensive maneuvers.

Field exercises were also a part of the training complete with "C" rations, blank ammunition, instructions on where and how to make camp and periodic critiques.

One entire week was devoted to marksmanship with rapid firing exercises and target practice at up to 500 yards. Seventy-three per cent of the class qualified as marksman or sharpshooter.

By the time they had finished the course, they were pretty good at the art of landing and defending a small section of beachhead.

This was not surprising. Their teachers, the Marines, had had considerable experience in the field.

— Chambers G. Laird, JO1, USN

Garcia, Brooke, Horne & Co.

Names have been assigned to three ships under construction in different shipyards. Destined to join company with other ships of the Destroyer Navy, they are:

- *Garcia*, assigned to DE 1040, in

honor of PFC Fernando Luis Garcia, USMC. PFC Garcia was posthumously awarded the Medal of Honor for sacrificing himself to save the life of another Marine during action in Korea on 5 Sep 1952.

The destroyer escort will be launched about September of this year. It will probably be completed around April of next year.

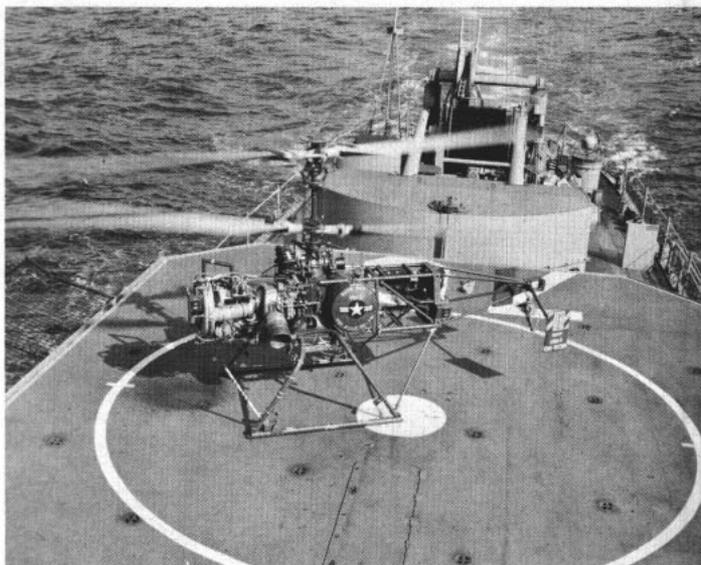
- *Brooke*, the name assigned to DEG 1, honors John Mercer Brooke, an 1847 graduate of the Naval Academy who worked extensively in hydrography before he resigned his commission at the outbreak of the Civil War. Brooke joined the Confederate Navy and devised the plans for reconstructing *Merrimack* into an ironclad.

He also invented the Brooke gun, the most powerful employed by the Confederates.

The guided missile escort ship will probably be launched around September of this year with construction ending around January 1965.

- *Horne*, the name assigned to DLG 30, is in honor of Admiral Frederick Joseph Horne, whose 50 years of active naval service included commands of several ships, command of Cruiser Division Six and several aircraft squadrons, and service as Vice Chief of Naval operations from March 1942 to January 1946.

The launching date for the guided missile frigate is tentatively set for late August 1964 with construction expected to end about a year later.



USS BUCK HAS

USS BUCK (DD 761) became the first Pacific Fleet Ship to have a drone antisubmarine helicopter (DASH) system. *Buck* was modernized under the FRAM II program which equipped her to handle the drone.

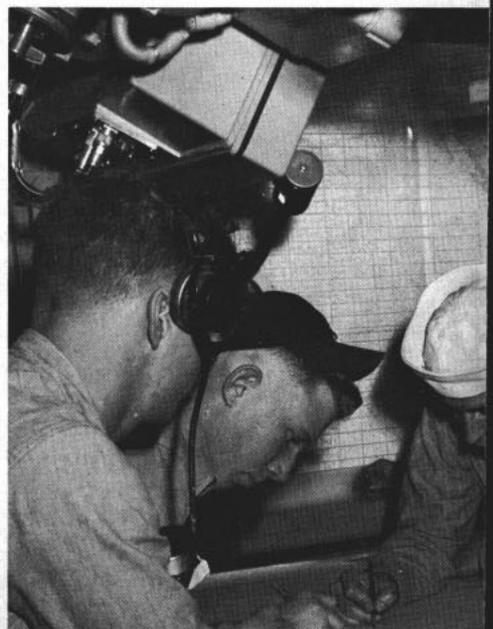
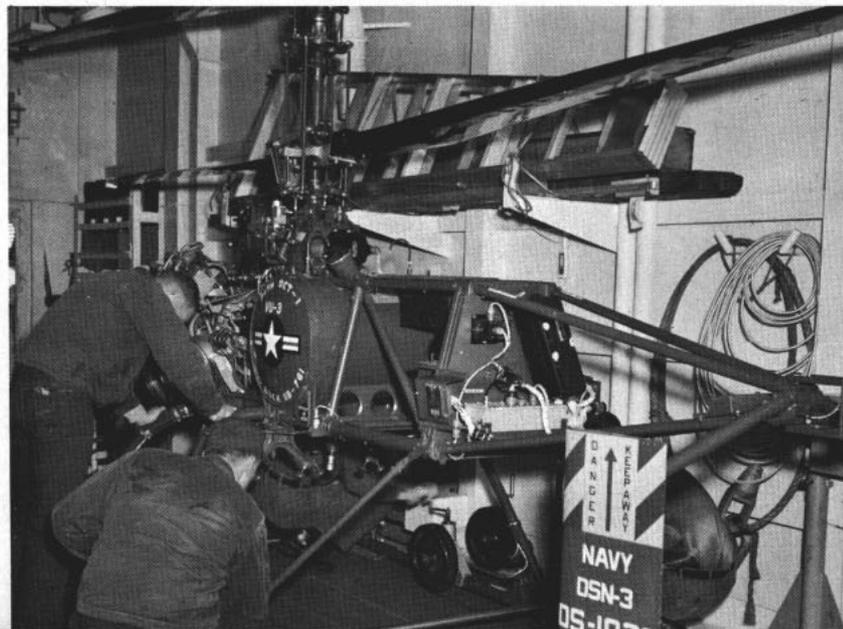
DASH, as most Navymen know, is a remotely controlled pilotless chopper used to extend a destroyer's antisubmarine range. The copter has a double blade and is powered with a 300-horsepower engine.

The system's purpose is to get there fustest with the mostest—in this case, to fly the helicopter to the vicinity of the enemy submarine, drop its two homing torpedoes and return it to the ship.

With these capabilities, DASH provides the Navy with an all-weather system which gets the destroyer's torpedoes in range of the submarine before the submarine can get within torpedo range of the destroyer.

Two stations control the helicopter in flight. One is on the flight deck, the other at the combat information center (CIC).

Under visual conditions, flight deck personnel control





LOTS OF DASH

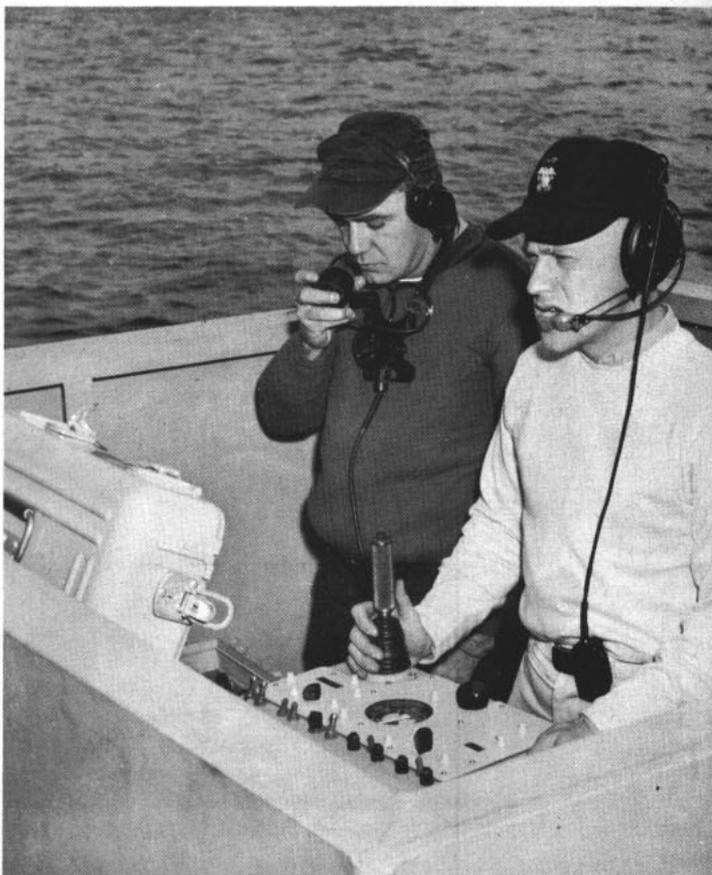
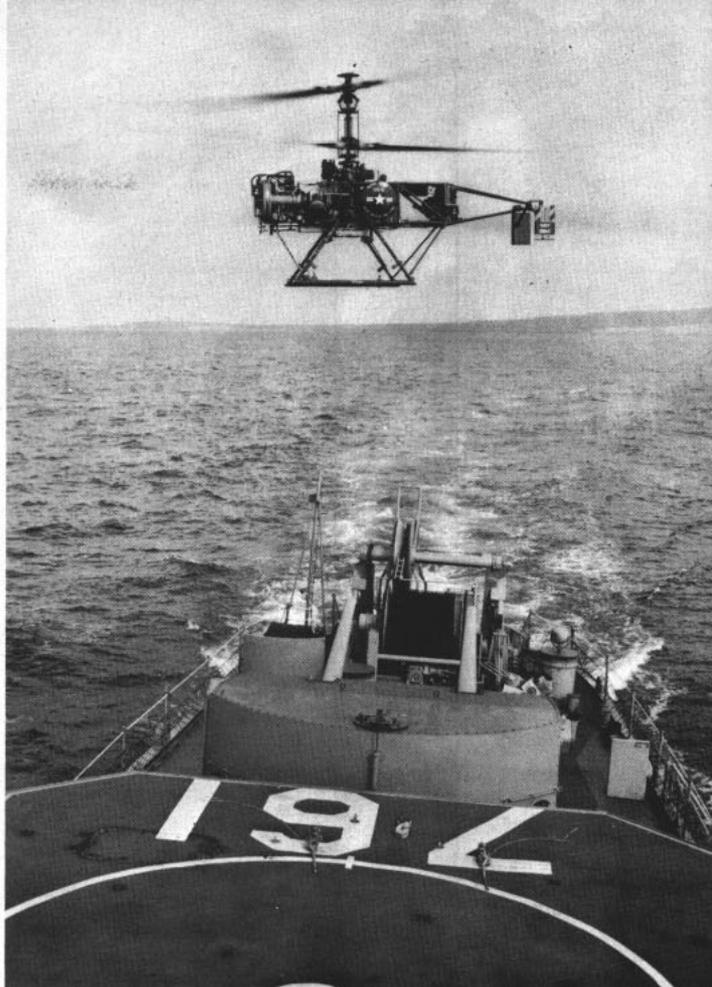
the takeoff, initial flight toward the target and landing.

Navymen in CIC take over after the chopper is out of sight and appears on the CIC radar. They plot its flight and return it to the destroyer's deck for landing.

The DASH system has been under development for some time. A manned version of the drone was flown successfully in April 1962. The first pilotless model was launched from a destroyer last July.

Buck received her DASH system at San Clemente Island, Calif., and tested it off the coast of San Diego, her home port.

Clockwise from Upper Left: (1) Destroyermen of *uss Buck* inspect their new ASW weapon, the first DASH system in the Pacific Fleet. (2-4) DASH copter takes off by remote control from the destroyer's flight deck. (5) LTJG C. I. Cook, USN, mans the controls to land the whirlybird. (6) Destroyer's CIC team takes control via radar when copter is out of sight and guide it to and from target. (7) Flight line crew secures DASH in hangar. (8) Crew rolls copter toward hangar.



Brief news items about other branches of the armed services.

THE ARMY HAS AWARDED a contract for the construction and installation of a 10,000kw floating nuclear power plant to be built in the hull of a modified World War II Liberty ship.

The hull selected for the installation was *Walter F. Perry* from the James River Reserve Fleet.

The floating power plant, which has been designated the MH-1A, will provide a reliable electric power source for transient military operations, thus eliminating their dependence upon a continuous fuel supply.

It is designed to operate at dockside or at anchor, providing power to shore units through overhead or submarine transmission cables.

The ship will be manned by a military crew, trained and certified in the Army Nuclear Power Program facilities at Fort Belvoir, Va.

The hull housing the plant will have an over-all length of 441 feet, including a new mid-body 212 feet long to replace the existing midsection. Its design draft is 20 feet.

The reactor and reactor system will be mounted on a single integrated structure within a containment vessel to be enclosed by a concrete, lead and polyethylene biological shield.

A collision barrier extending 112 feet on either side of the hull outside the reactor system will help prevent a colliding vessel from penetrating the reactor area.

The plant will deliver electricity at either 50 or 60 cycles per second making it usable in many foreign ports.

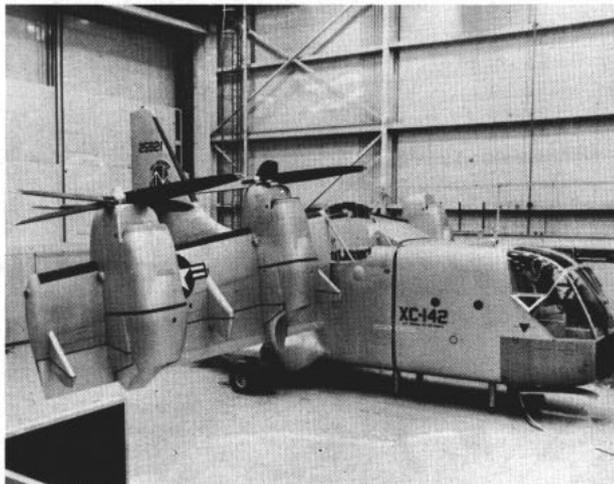
It will be capable of supporting a community of 20,000, when conventional power sources fail, and of self-sustained operation for periods of over two years. During shutdown and startup, auxiliary diesels will furnish power requirements.

The vessel will have no self-propulsion machinery, since most of its life will be spent in fixed position. When it is necessary to move the craft, it will be towed.

Only those on board while the vessel is being towed will have quarters. Operating crews will live on shore.



AN ARTIST'S drawing shows the nation's first nuclear-propelled space vehicle, which is being built for NASA.



MOCK-UP — Tri-service XC-142 transport is designed to take off and land vertically in most terrain.

THE NATIONAL AERONAUTICS and Space Administration has under contract an 88-foot long RIFT (Reactor-In-Flight-Test) vehicle which is scheduled to be flown from the Atlantic Missile Range headquarters at Cape Canaveral, Fla., in about five years.

Together with the *Saturn* booster, the RIFT vehicle will stand more than 300 feet high and measure 33 feet in diameter. It will be assembled in a huge, converted dirigible hangar at NAS, Moffet Field, Calif.

★ ★ ★

THE FLIGHT TEST PROGRAM for America's first ICBM came to a successful close as the last research and development series *Atlas F* missile was launched from the Air Force Missile Test Center at Patrick AFB, Fla.

Atlas F, first launched in August 1961, is 82 feet long, uses all-inertial guidance, develops some 389,000 pounds of thrust, and has a proven range of 9000 miles. It will be placed in hardened underground silos at several operational sites now being prepared for the Strategic Air Command by an Air Force-industry team.

In its final test firing, the *Atlas F* put its instrumented payload in a target area some 5000 miles down the Atlantic Missile Range. In addition to normal instrumentation, it carried two non-recoverable scientific packages, two lift-off cameras ejected at T plus five seconds, staging cameras, and the nose cone data cassette which landed at the end of the flight.

In addition, the *Atlas* did extra duty as a carrier for two other instrument-filled packets. One, a project of the Air Force Cambridge Research Laboratory, Cambridge, Mass., was designed to measure some of the radiation characteristics of the missile's exhaust. The other, designed and produced by the Air Force Special Weapons Center, Kirtland AFB, Albuquerque, N. Mex., and the 6555th Aerospace Test Wing at Patrick AFB, was designed to study radiation in the upper atmosphere.

Completion of this test firing series doesn't mean that the *Atlas* will disappear from the Cape Canaveral scene, however. It will continue to be used as the launch vehicle for Project Mercury, and as a booster for other space programs being conducted on the Missile Range.



ENGINEERING MODEL — Army's Mauler missile system is designed for use in air defense on battlefields.

IN THE SOUTHERN AEGEAN SEA lies the tiny island of Kastellorizo. It is inhabited by only 370 hardy Greek citizens, who are proud of their rich past.

According to island officials, the U. S. Coast Guard cutter *Courier* (WAGC 410) has been the first large ship to visit the island in 10 years. It was a week-end courtesy call, but to the watching islanders the 338-foot ship was something of a miracle as it held anchoring maneuvers off the three and one-half by one and one-half mile island.

Courier has been transmitting Voice of America programs from waters off the Island of Rhodes since 1952, and Greek government officials from Rhodes came to Kastellorizo with *Courier* to examine island affairs in the hopes of solving social and economic problems.

Courier crewmen saw Kastellorizo's sea grotto, which is said to rival the beauty of the famed Blue Grotto of Capri. CARE packages were distributed and a troop of Greek Sea Scouts were given a special tour of the ship during the visit.

Kastellorizo was a prosperous shipping center in the days of sail, with a population of more than 12,000.

THE U. S. ARMY has announced another successful intercept, by its anti-missile missile system, of a re-entry target vehicle launched by an intercontinental ballistic missile. The intercept was accomplished by a *Nike Zeus* missile fired and controlled from the Army test installation at the Pacific Missile Range Facility, Kwajalein, Marshall Islands.

A crew from the Strategic Air Command used an *Atlas* intercontinental ballistic missile to boost the target vehicle to ICBM velocity on a 5000-mile trajectory from Vandenberg AFB, Calif.

Two *Zeus* missiles were fired in salvo from Kwajalein, the first of which made the intercept. The second was automatically destroyed because of a technical defect during the second stage.

The Army said neither the intercepting missile nor the target vehicle carried a nuclear warhead, but that ground-tracking equipment indicated the target vehicle was well within the lethal radius of a *Zeus* operational

warhead. Ground distance from Kwajalein and the altitude at which the intercept took place were not disclosed by officials of the Pacific Missile Range Facility.

★ ★ ★

AN ANTITANK MISSILE that trails wire in flight like a fishing rod spinning line off its reel has been tested by the Air Force Systems Command. The research was in support of an Army project to develop an antitank missile that can be guided to its target by electrical signals. A controller who can see both the missile and the target will control the missile's flight.

The Air Force Missile Development Center, Holloman AFB, N.M., employed its 35,000-foot missile test track for the research.

Using dummy missiles on specially built monorail rocket sleds, about 45 sled runs were conducted to find out how the wire unwinds in flight, whether it will sustain electrical signals, and how the missile maneuvers in flight.

Various types of wire and wire-dispensing drums have been tested, as well as the effect of booster gases on the maneuverability of the missile.

The sleds were fired at both subsonic and supersonic speeds to simulate the speed changes the missile might undergo while being guided toward a target. All tests were successful.

★ ★ ★

U. S. ARMY ENGINEERS have purchased two all-fiber-glass boats for patrol duty in upper Chesapeake Bay and New York harbor. Called flying bridge cruisers, the craft are powered by twin diesel engines rated at 135 horsepower which give the boats top speeds in excess of 25 miles per hour.

Named *Potomac* and *Vigilant II*, they and others of a similar design have received grueling ocean tests.

Each patrol boat has two control stations, one at the flying bridge, the other within the cabin. Designed for year-round service, they have a galley, dinette, head and sleeping accommodations. Formica and vinyl are used throughout to reduce maintenance.

The boats are expected to withstand sustained usage for an average of 10 hours a day.



DIESEL-POWERED patrol boat *Potomac*, operated by U. S. Army Engineers, hits speeds in excess of 25 mph.

THE WORD

Frank, Authentic Advance Information On Policy — Straight from Headquarters

• **JOINT TRAVEL CHANGES**—A few revisions have been made in the *Joint Travel Regulations* which are of general interest to Navymen.

Here is a brief rundown on the modifications as given in Change 122 to the Joint Travel Regulations.

• If the driver of a privately-owned car makes a round trip while transporting a member on official business from home or duty post and a transportation terminal, the travel regulations now provide that *the member responsible for the car expenses* shall be reimbursed for the round trip in the amount of seven cents per mile plus parking fees which may have been paid by him at the terminal.

Naturally, the reimbursement can't be more than the official traveler would have spent had he taken a taxi and paid the one-way fare including allowable tips.

• If an active duty Navyman is transferred from one hospital to another in the United States, his dependents are entitled to transportation to the location of the new hospital provided the commanding officer of the receiving hospital certifies the member's treatment or observation is likely to be of a prolonged nature.

Furthermore, upon completion of the hospitalization, even if the member is no longer on active duty, his dependents are entitled to transportation to the member's permanent duty station (if he is still on active duty), his home of record, place of entry on active duty, or home of selection.

In addition to these modifications,

there were changes in the station and travel per diem allowance for Angola; Fiji Islands; Djakarta, Indonesia; Laos; Biak, New Guinea; Peru; Culebra, Puerto Rico and the British Crown Colony of Singapore.

• **LEADERSHIP FILMS**—The Bureau of Naval Personnel and the Navy Photo Center, acting on a suggestion first advanced by the Chief of Naval Air Training and approved by the Department of the Navy Leadership Working Group, are producing filmed interviews on leadership.

First of the series released was a 13-minute kinescope of ADM George W. Anderson, Jr., Chief of Naval Operations, being interviewed by news commentator Howard K. Smith. To date, six interviews of top Navy leaders have been filmed, and a dozen or more others are scheduled during the coming year. In the completed interviews both Mr. Smith and fellow commentator Raymond Scherer provided their services at no cost to the Navy.

The six films now available, as listed below, may be ordered from Navy and Marine Corps film libraries.

KN-9698A—VADM W. F. Raborn, Jr. (Interviewed by Mr. Smith).

KN-9698B—ADM G. W. Anderson, Jr. (Interviewed by Mr. Smith).

KN-9698C—VADM A. G. Ward (Interviewed by Mr. Smith).

KN-9698D—RADM W. F. Petersen (Interviewed by Mr. Scherer).

KN-9698E—VADM Fitzhugh Lee (Interviewed by Mr. Scherer).

KN-9698F—RADM J. S. McCain, Jr. (Interviewed by Mr. Scherer).

• **OPEN RATES FOR RESERVISTS**—The Chief of Naval Personnel has issued a revised list of open rates in which active duty *CNARESTRA* TARs and Naval Reservists on inactive duty may enlist in the Regular Navy, provided they meet the requirements found in BuPers Instructions 1130.4G or 1300.28.

The revised list, announced as change one to Inst. 1130.4G, contains 91 open rates. Here they are:

QM1, 2, 3	CE3
SM2, 3	ADJ3
RD1, 2, 3	ATT, 2, 3
SO1, 2, 3	A03
TM2, 3	AQ1, 2, 3
MTC, 1, 2, 3	AC3
FT1, 2, 3	AB3
GMTC, 1, 2, 3	AE3
ET1, 2, 3	AM3
DSC, 1, 2, 3	PR3
OM3	AG3
RM1, 2, 3	PH3
CT2, 3	PT3
MA3	AXC, 1, 2, 3
MM1, 2, 3	AN, AA, AR
MR3	SN, SA, SR
BT3	FN, FA, FR
BR1	CN, CP, CR
EM1, 2, 3	TN, TA, TR
IC1	HN, HA, HR
SF3	DN, DA, DR

• **SELECTION BOARD MEETINGS**—Now is the time for all good candidates for promotion to start checking their gold braid.

The convening date for both Regular and Reserve warrant officer selection boards is the 19th of this month. Candidates from flag rank down to lieutenant will have their turns between May and November.

Warrant Officers, W-1, must have two or more years of service in grade with a date of rank of 30 June 1962 or earlier to be within the promotion zone for W-2. Candidates for W-3 or W-4 must have at least four years' service in grade and a date of rank of 30 June 1960 or earlier.

The selection boards which will



THERE ARE NINE OTHER NAVYMEN hanging around waiting, so pass on this copy of ALL HANDS Magazine.

consider promotions to rear admiral, captain, commander, lieutenant commander and lieutenant will meet on the following dates:

Flag, Line	20 May 1963
Flag, staff	28 May 1963
Captain, line	2 Jul 1963
Commander, line	6 Aug 1963
Captain and Commander, staff	3 Sep 1963
Lieutenant Commander, line	10 Sep 1963
Lieutenant, line	5 Nov 1963
Lieutenant Commander and Lieutenant, staff	25 Nov 1963

The dates for the convening of the selection boards were announced in SecNav Notice 1421.

• **COMMUTED RATIONS**—Decreased commuted ration rates and a corresponding price cut for meals in Navy mess halls were announced Fleetwide in AINav 59. Effective 1 Jan 1963 the monthly value of commuted rations was \$1.03 in the continental U. S., and \$1.15 afloat and overseas (including Alaska and Hawaii).

This is a decrease of four and five cents, respectively.

The new rates are the same for hospital, field and leave rations.

Men who draw ComRats and eat in the mess hall are now (also effective 1 Jan) charged for meals at the following rates:

	CONUS	OVERSEAS
Breakfast	.23	.25
Dinner	.45	.50
Supper	.35	.40

This represents a five cent decrease in the price of supper both overseas and in CONUS, and a one cent increase in the price of breakfast in CONUS mess halls.

Also, officers and civilians who eat in the mess hall must now pay a higher surcharge.

• **SEAVEY SEGMENT 2-63**—Navy-men in the 21 ratings included in Seavey Segment Two will start receiving orders in June which direct transfer ashore in October, provided they meet the sea duty commencement cutoff dates for Seavey Segment 2-63. These dates have been announced in BuPers Notice 1306 of 16 Jan 1963.

It should be noted that Segment Two Seavey assigners at BuPers only begin to issue orders in June of the year a man meets the Seavey cutoff

date. Orders continue to be issued until June of the following year, or until every man has received a shore duty billet. Therefore, inquiries to BuPers asking where and when a particular individual may be assigned cannot be answered satisfactorily until at least June of the year he fulfills the requirements to meet the Seavey cutoff date.

Included in the notice was information to men of the newly established AX rating. These men will be included in Segment Three of Seavey. AX shore tours have been established as follows: AXC, AX1—36 months; AX2—30 months; AX3 and AXAN—24 months.

These AX shore tour lengths became effective 1 Dec 1962. If you are an AX who was already on shore duty on 1 Dec 1962, you will have the shore tour of the rate held at the time you reported ashore. This information will be included in a forthcoming change to the *Enlisted Transfer Manual*.

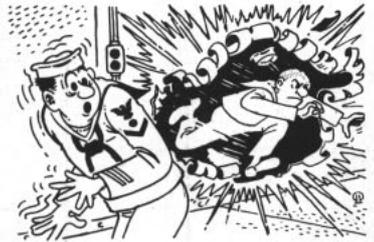
Here are the sea-tour commencement cutoff dates for Seavey Segment 2-63.

RATE	DATE	RATE	DATE
CSC	Apr 60	DC1	Jul 58
CS1	Jun 60	DC2	Oct 57
CS2	Sep 60	DC3, DCFN	Mar 60
CS3, CSSN	Mar 61	PMC, PM1	Oct 60
SHC	Sep 61	PM2	May 59
SH1	Jun 58	PM3, PMFN	Jun 60
SH2	Dec 56	MLC	Jun 61
SH3, SHSN	Oct 56	ML1	Jun 60
MMC	Mar 59	ML2	Dec 56
MM1	Jul 57	ML3, MLFN	Dec 59
MM2	Aug 58	EAC, EA1,	
MM3, MMFN	Oct 60	EA2	Oct 61
ENC	May 59	EA3, EACN	Oct 61
EN1	May 57	CEC	Jun 61
EN2	Sep 57	CE1	Oct 61
EN3, ENFN	Jun 60	CE2	Apr 61
MRC	Sep 60	CE3, CECN	Oct 61
MR1	Mar 60	EOC	Jun 61
MR2	Dec 60	EO1	Sep 60
MR3, MRFN	Oct 61	EO2, EO3,	
BRC	Jan 59	EOCN	Oct 61
BR1	Apr 59	CMC	Dec 60
BTC	Sep 58	CM1, CM2	Oct 60
BT1	Apr 56	CM3, CMCN	Oct 61
BT2	Jan 57	BUC, BU1	Oct 61
BT3, BTFN	Feb 60	BU2	Jul 60
EMC	Jul 60	BU3, BUCN	Oct 61
EM1	Sep 58	SWC, SW1	Dec 58
EM2	Sep 59	SW2	Dec 59
EM3, EMFN	Mar 61	SW3, SWCN	Oct 61
ICC	Apr 61	UTC	Mar 61
IC1	Mar 60	UT1	Jan 60
IC2	Apr 60	UT2	Jun 59
IC3, ICFN	Oct 61	UT3, UTCN	Dec 59
SFC	Oct 59	SDC	Mar 61
SF1	Sep 57	SD1	Jun 58
SF2	Nov 56	SD2	Feb 59
SF3, SFFN	Sep 59	SD3	Jun 58
DCC	Jul 60	TN	May 61

QUIZ AWEIGH

Every seagoing sailor takes part in general drills. The purpose of these drills is to develop teamwork so that every man on board knows his duties in every emergency. See if you can answer these questions on general drills.

1. Conditions of readiness for action deal with the disposition of men to battle stations. These conditions are numbered. Readiness condition ONE is (a) general quarters, (b) peacetime cruising, (c) wartime cruising.



2. All hands go to drill stations on the double. What traffic routes should be followed? (a) the shortest route to the assigned station; (b) forward and up on the port side, down and aft on the starboard side; (c) forward and up on the starboard side, down and aft on the port side.

3. In the event of a fire on board ship, the man in charge of the ship's bell strikes it rapidly 10 times, then pauses and strikes it again to indicate which portion of the ship the blaze is in. If it is amidships the bell is struck (a) once, (b) twice, (c) three times.

4. When the word "man overboard" is passed, the ship's whistle is sounded at least (a) four, (b) five, (c) six times.



5. If you spot someone floating in the water while the ship is underway, you should (a) shout, "Man overboard, starboard (port) side," and at the same time try to throw a lifebuoy or lifejacket near him; (b) run to the OOD as fast as possible, telling him there is a man overboard; (c) shout to the man that he will be picked up as soon as the ship can be turned around.

Answers to Quiz Aweigh may be found on page 50.

THE BULLETIN BOARD

Candidates Selected Under LDO and Integration Programs

MORE THAN 800 Navy enlisted men and 273 warrant officers will soon be wearing new commissioned officers' bars as a result of recently concluded selection board deliberations.

Names of successful candidates for commissioned status are contained in Enclosures (1) through (4) of BuPers Notice 1120 of 9 Jan 1963.

This same Notice contained a note of caution for selectees, however. It pointed out that selections were made contingent upon a selectee's fulfillment of all administrative and physical requirements, and said that they may be required to undergo another physical examination before appointment.

Even though a selectee is considered by his local medical examining board to be physically qualified for appointment, final determination will be made by the Chief of Naval Personnel, based on recommendations of the Chief of the Bureau of Medicine and Surgery. Thus, selectees are counseled to take no irrevocable steps (purchase of uniforms, sale of home, or the like) until their appointments have actually been tendered them.

Four hundred and twenty-three of the selectees (the 273 warrant officers, plus 150 chief petty officers with eighteen and half or more years of service) will be appointed LTJG

under the Limited Duty Officer (Temporary) program. The WOs will be assigned a date of rank of 30 Dec 1962, and the CPOs will be appointed with a date of rank of 15 Mar 1963.

Fifty enlisted men and one enlisted woman were selected for training under the Integration Program. They will attend a course of instruction at the Officer Candidate School, Newport, R. I. Upon successful completion of the course, they will be appointed ensign, USN, with a date of rank of 1 Aug 1963.

The remaining 604 enlisted Navy-men (all with at least eight years of enlisted service) selected for commissions will be appointed ensign

under the LDO(T) program sometime in fiscal 1964. They will receive their commissions before reporting to Newport, R. I., or Pensacola, Fla., as appropriate, for an officer indoctrination course.

Those ensign, LDO(T) candidates from the aviation ratings who applied for Naval Aviation Observer Training and have been selected for LDO(T) will be notified if further selected for NAO training.

Orders for both Integration and LDO(T) selectees will designate the ultimate duty station if possible.

- The 51 successful candidates for the Integration Program were selected from a total of 421 Navy-men and women considered. Forty-three of them were selected for the Unrestricted Line, the remaining eight for the Supply Corps. The group included one CPO, 22 PO1, 24 PO2, three PO3 and one seaman.

- A total of 3914 enlisted Navy-men were considered for appointments as Ensign, LDO(T), with 604 of them eventually being selected. Engineering wound up with the top total of selectees, 74, closely followed by Administration, with 66, and Supply, 65. By pay grades, they were comprised of five master chiefs (E-9), 59 senior chiefs (E-8), 339 CPOs (E-7), and 201 first class petty officers of various ratings.

- The board, which considered chief petty officers with at least

Tours of Sixth Fleet DD and AO Sailors Revised

Atlantic Fleet destroyer- and oilermen got some news along with the new year.

LANTFLT headquarters revealed that tours with the Sixth Fleet in the Mediterranean for those two types of ships were being cut from six to four months. The announcement means that DD and AO sailors can henceforth plan on spending only four out of every 18 months deployed to the Med, instead of the six months they previously spent there.

In announcing the change, which became effective 1 February, LANTFLT officials said it would not affect the six-month rotation schedules under which cruisers, aircraft carriers and other types currently operate. They also emphasized that the new schedule will not change the number of destroyers deployed to the Med at any one time.

The same officials said the move is expected to cut personnel changes in each group of ships deployed by approximately 25 per cent. Men due for discharge while their ships are scheduled to be overseas will normally be transferred to tenders or other ships with the same home port to await the end of their enlistments.



"Oh, that's Winningham, . . . he runs the hobby shop."



"Your promotion becomes effective when you do!"

eighteen and one half years' service for appointments as Lieutenants (junior grade) under the LDO(T) program, selected a total of 150 from among 1043 candidates. The Deck and Engineering classifications led with 17 selectees each, while Aviation Maintenance was next high with 15. Thirty-nine were master chiefs, 65 were senior chiefs, and 46 were CPOs.

• As for the Warrant Officers, the 273 selectees for LTJG commissions were named from a field of 388 candidates. Supply, with 40 selectees, led all classifications, while Deck, 36, and Electronics, 33, were next in line. A high percentage of the selectees, 261 of them, were W2, with seven W3 and five W4 also picked.

Here's Your Big Opportunity— Nuclear Navy Needs Officers Now, Check Your Quals

Line officers who can meet certain eligibility requirements are being urged to apply for jobs with the Nuclear Navy. A Fleetwide directive issued last November (BuPers Inst. 1520.88), indicated the Navy urgently needs officers trained in nuclear power to serve on board nuclear subs and in the engineering and reactor departments of nuclear-powered surface ships. Such assignments are given only to graduates of the 12-month Nuclear Power Training Program.

Officers who wish to apply for the program must belong to the unrestricted line, and be on active duty in the grade of lieutenant commander or below (includes Midshipmen First Class and officer candidates attending OCS). Applicants must be college graduates (or prospective college graduates) with credits in physics and mathematics through calculus. Both Regular Navymen and Reservists may apply.

Applicants must certify an understanding that successful completion of the course will mean four years of obligated service from the time of course completion, or two years in addition to the present obligation, whichever is greater.

Officers selected under the program for duty on board nuclear-powered submarines must further be qualified for submarine training as outlined in BuPers Inst. 1520.6J.

(This directive specifies that only officers in the grades of ensign and lieutenant, junior grade, may apply for submarine training. Under the Nuclear Power Program, lieutenants may also apply, but only lieutenant commanders who completed Submarine School before applying for nuclear power training will be considered for duty on nuclear subs.)

Qualified applicants are ordered to Washington, D. C., and interviewed by Vice Admiral H. G. Rickover. Officers selected for the program are ordered to either the nuclear power school at Bainbridge, Md., or at Mare Island, Calif., for six months of theoretical instruction, followed by six months of operational training at one of the prototype nuclear pro-

pulsion plants in Idaho Falls, Idaho; West Milton, N. Y.; or Windsor, Conn.

Those selected for nuclear sub duty are also ordered to New London, Conn., for six months at the Submarine School (unless previously attended). The Submarine School assignment may be made either before or after the 12-month nuclear power course.

Officers who enter the program will retain their unrestricted line designation and will be assured their sea duty promotion requirements will be safeguarded.

BuPers Inst. 1520.88 spells out the program's eligibility requirements and contains sample letters of application as a guide.

HOW DID IT START

From Boatswain's Nightmare to Ships' Girdles

Almost all U. S. Navy ships undergo degaussing regularly. This process is probably one of the lesser known measures taken to insure the safety of both our merchantmen and men-of-war. Degaussing can be likened to preventive medicine—the action is taken before the patient becomes ill. By using degaussing procedures, a ship is made safe against magnetic mines.

This is how the science of degaussing, as we know it today, began. In September 1939, the Germans began laying magnetic ground mines in the English Channel. The British Admiralty thought that the mines were magnetic, but this was not confirmed until the following month when the British Navy succeeded in exploding one in the Bristol Channel by using a contraption known as a "Boatswain's Nightmare." This consisted of permanent magnets suspended on a cable towed between two ships. In-

deed, this was a boatswain's nightmare, but it did prove that the mines were detonated by a change in magnetic field. Some method of reducing ships' magnetism had to be devised.

Shortly afterward, the British were able to capture and disarm one of the mines for study. Within a matter of days, they perfected methods for both sweeping the mines and protecting ships from the ones still unswept. The new science of protection was termed "degaussing," taking its name from "gauss," a unit of magnetism.

The U. S. Navy's Bureau of Ordnance (now Bureau of Naval Weapons) then began research on the problem. By the time of the Pearl Harbor attack, the Navy's degaussing program was well under way.

The protection consists essentially of a girdle of cables wound around a ship. Electric current, generated by the vessel's power plant, is passed through the cables, making the entire ship a huge electromagnet. Using this method, a ship's magnetic field can be increased to the point that the mines would explode too far away from the ship to do any damage, or the normal magnetic field of a vessel could be neutralized so that even nearby mines would not detonate.

Today, our ships must be capable of reducing their magnetic fields to a minimum, because magnetic weapons, particularly mines, have become more and more sensitive since 1939.

Degaussing, like the other aspects of our modern Navy, has come a long way since the "boatswain's nightmare."



Codes Gives Clues on Navy Advancement

ABOUT THIS TIME of year ALL HANDS turns tipster and publishes an estimate of your chances of being advanced in rating provided, of course, you passed last month's advancement in rating examinations.

The dates in the following tables are based on available statistics, study of past performances and consideration of the variables which might affect the number of Navymen who may be included in the advancement quotas.

The code numbers in the tables below are the clues to your chances. Here is what they mean:

Code 1: Excellent. Between 70 and 100 per cent of those passing the examinations will be advanced because the greatest shortages exist in these rates.

Code 2: Good. From 40 to 70 per cent of those passing will be advanced.

Code 3: Fair. Between 15 and 40 per cent of those who pass will be advanced.

Code 4: Poor. Less than 15 per cent of those passing will be advanced. The number of rates in this category is very small, amounting to about five per cent of the total group.

RATING GROUP I	For Pay Grade			
	E-4	E-5	E-6	E-7
BM	2	2	2	1
QM	1	1	1	1
SM	1	1	1	1
RD	1	1	1	2
SO	1	1	1	1
GROUP II				
TM	1	1	1	1
GM	1	2	2	1
GMT	1	1	1	1
FT	1	1	1	1
MT	1	1	1	1
MN	2	4	4	4
GROUP III				
ET	1	1	1	1
DS	1	1	1	1
GROUP IV				
IM	3	4	4	2
OM	1	1	1	1
GROUP V				
RM	1	1	1	1
CT	1	1	1	1
YN	1	2	2	2
PN	1	3	3	2
MA	1	1	1	1
SK	1	3	3	2
DK	1	3	3	2
CS	1	3	3	3
SH	3	3	3	3
JO	2	1	1	1
PC	3	4	4	4
GROUP VI				
LI	2	3	3	3
DM	2	1	1	3
MU	1	1	2	1
GROUP VII				
MM	1	1	1	1
EN	1	2	3	2
MR	3	3	2	3
BT	1	1	1	1
BR	—	—	1	1
EM	1	1	1	1
IC	2	1	1	1
SF	1	1	1	2
DC	1	2	3	1
PM	4	1	1	1
ML	3	3	4	1

RATING GROUP VIII	For Pay Grade			
	E-4	E-5	E-6	E-7
EA	3	1	1	1
CE	1	1	2	1
EO	2	3	3	3
CM	1	3	3	3
BU	1	2	2	3
SW	1	1	3	3
UT	1	2	3	3
GROUP IX				
ADJ	1	1	1	1
ADR	1	3	2	2
AT	1	1	1	1
AO	1	1	1	1
AQ	1	1	1	1
AC	1	2	4	3
AB	3	3	3	2
AE	1	2	2	2
AM	2	3	3	1
PR	1	1	3	3
AG	1	2	1	2
TD	2	4	4	3
AK	3	3	3	3
PH	1	2	2	3
PT	1	1	2	1
AX	1	1	1	1
GROUP X				
HM	2	2	2	1
GROUP XI				
DT	3	4	3	2
GROUP XII				
SD	4	4	3	3

QUIZ AWEIGH ANSWERS
(Quiz Aweigh may be found on page 47.)

- (a) General Quarters.
- (c) Forward and up on the starboard side, down and aft on the port side.
- (b) Twice.
- (c) Six times.
- (a) Shout, "Man overboard, starboard (port) side," and at the same time try to throw a lifebuoy or lifejacket near him.

Latest List of Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Two for the Seesaw (2154) (WS): Comedy Drama; Robert Mitchum, Shirley MacLaine.

East of Kilimanjaro (2155) (C) (WS): Adventure Drama; Marshall Thompson, Gaby Andre.

Stagecoach to Dancers' Rock (2156): Western; Warren Stevens, Judy Lawrence.

What Ever Happened to Baby Jane? (2157): Drama; Bette Davis, Joan Crawford.

The Day Mars Invaded Earth (2158) (WS): Adventure Drama; Kent Taylor, Marie Windsor.

Gay Purr-EE (2159) (C): Full-length Cartoon; Voices by Judy Garland, Robert Goulet.

Bloodlust (2160): Melodrama; Wilton Graff, June Kenny.

Stakeout (2161): Suspense Drama; Bing Russell, Bill Hale.

Billy Budd (2162) (WS): Adventure Drama; Robert Ryan, Peter Ustinov.

The Lion (2163) (C) (WS): Drama; William Holden, Capucine.

Swordsmen of Siena (2164) (C) (WS): Adventure Drama; Stewart Granger, Sylvia Koscina.

Phantom Planet (2165): Science Fiction; Dean Fredericks, Colleen Gray.

Meet Me After the Show (2166): Musical Comedy; Betty Grable, MacDonald Carey. (Re-Issue).

I'll Never Forget You (2167): Melodrama; Tyrone Power, Ann Blyth. (Re-Issue.)

The Gambler From Natchez (2168): Western; Dale Robertson, Debra Paget. (Re-Issue.)

Half Angel (2169): Comedy; Loretta Young, Joseph Cotten. (Re-Issue.)

Billy Rose's Jumbo (2170) (C) (WS): Musical Comedy; Doris Day, Stephen Boyd.

Seven Seas To Calais (2171) (C) (WS): Adventure Drama; Antony Dawson, Irene Worth.

Mr. Jim, American Soldier and Gentleman (2172): Drama; John Kitzmiller, Eveline Wohlfeiler.

Girls, Girls, Girls (2173) (C): Musical Comedy; Elvis Presley, Stella Stevens.

That Wonderful Urge (2174): Drama; Tyrone Power, Gene Tierney. (Re-Issue.)

The Damned Don't Cry (2175): Drama; Joan Crawford, David Brain. (Re-Issue.)

Tea For Two (2176): Musical; Doris Day, Gordon MacRae. (Re-Issue.)

The Black Arrow (2177): Adventure Drama; Louis Hayward, Janet Blair. (Re-Issue.)

Who's Got the Action (2178) (C) (WS): Comedy; Dean Martin, Lana Turner.

Marco Polo (2179) (C) (WS): Melodrama; Rory Calhoun, Yoko Tani.

Period of Adjustment (2180): Comedy; Tony Franciosa, Jane Fonda.

Kill or Cure (2181): Comedy; Terry Thomas, Eric Sykes.

Born Yesterday (2182): Comedy; Judy Holliday, Broderick Crawford. (Re-Issue.)

The Dark Past (2183): Suspense Drama; William Holden, Nina Foch. (Re-Issue.)

Inferno (2184): Melodrama; Robert Ryan, Rhonda Flemming. (Re-Issue.)

Carson City (2185): Western; Randolph Scott. (Re-Issue.)

Counterinsurgency Training Helpful for Career Officers

Increased emphasis has been placed on counterinsurgency training in the career development of officers, particularly those being considered for selection to the rank of lieutenant commander and above.

It follows, then, that any officer who has this type training should have it recorded in his service record.

Commanding officers of activities which provide formalized counterinsurgency training for eight clock hours or more are requested in BuPers Inst. 1520.90 to submit a completion course letter report on each of their trainees to the Chief of Naval Personnel (Attn: Pers-E221).

How Did You Do on Those Last Exams?

For Navymen who are interested in what happened the last time around as an indication of what may happen this year, here are the actual numbers and percentages of Navymen by rating and pay grade who passed the examination held in August 1962 and the numbers who

were included in the quota for advancement to each rate on a Navy-wide basis.

Service ratings which are not listed below are included and computed with the corresponding general ratings for available quotas.

This gives an idea of your chances.

	Pay Grade E-4			Pay Grade E-5			Pay Grade E-6		
	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced
Group I									
BM	1898	61	794	961	47	535	554	40	384
QM	618	80	618	369	75	369	110	42	110
SM	430	75	430	284	50	284	165	47	165
RD	1284	81	1284	555	47	555	197	45	197
SO	—	—	—	—	—	—	112	42	112
SOA	56	80	56	37	74	37	—	—	—
SOG	505	81	505	428	72	428	—	—	—
SOS	64	79	64	64	70	64	—	—	—
Group II									
TM	359	81	359	349	72	349	178	47	124
GMG	827	64	627	452	46	285	279	37	128
GMM	27	61	27	26	72	26	38	39	10
GMT	142	85	142	113	70	113	29	44	29
FTG	593	60	593	440	72	440	77	42	77
FTM	107	66	107	82	73	82	51	50	51
MT	227	77	227	116	56	116	26	38	26
MN	46	59	22	48	48	5	64	42	9
Group III									
ET	—	—	—	—	—	—	219	42	219
ETN	666	60	666	598	73	598	—	—	—
ETR	783	64	783	480	71	480	—	—	—
DS	2	100	2	10	63	10	3	50	3
Group IV									
IM	64	60	23	33	56	11	15	39	3
QM	23	74	23	25	48	17	10	42	10
Group V									
RM	1880	81	1880	1242	73	1242	378	42	378
CTA	71	79	71	54	51	54	25	43	25
CTI	14	78	14	34	52	34	18	45	18
CTM	64	76	64	60	51	60	16	44	16
CTO	80	75	80	42	51	42	31	42	31
CTR	127	77	127	117	53	117	65	45	65
CTT	83	79	83	45	49	45	31	45	31
YN	1159	63	1159	971	52	510	400	43	206
PN	705	64	552	416	50	215	292	44	90
MA	156	66	156	101	52	101	34	43	34
SK	945	62	778	621	49	343	448	41	148
DK	200	62	152	161	48	64	151	47	40
CS	694	63	694	1087	52	363	614	39	209
SH	—	—	—	—	—	—	339	42	71
SHB	146	60	59	130	47	25	—	—	—
SHC	11	48	4	21	53	4	—	—	—
SHL	402	65	158	352	56	64	—	—	—
SHS	38	63	14	32	49	6	—	—	—
SHT	11	65	4	15	45	3	—	—	—
JO	111	65	74	30	48	30	16	43	16
PC	293	65	111	116	50	17	47	42	3
Group VI									
LI	103	62	40	36	55	5	28	47	5
DM	117	59	81	43	52	43	16	42	16
MU	107	63	107	94	54	82	32	41	20

(Continued on Next Page)

Table Shows Percentages That Advanced

	Pay Grade E-4			Pay Grade E-5			Pay Grade E-6		
	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced
Group VII									
MM	2496	80	2496	1100	53	1100	501	45	501
EN	1314	62	974	946	51	445	692	45	258
MR	482	80	202	204	51	142	66	40	48
BT	1496	66	1496	773	49	633	328	42	244
BR	—	—	—	—	—	—	6	11	6
EM	1596	80	1596	838	49	838	334	41	334
IC	735	60	501	367	51	305	162	43	162
SF	—	—	—	—	—	—	348	41	275
SFM	479	80	479	276	51	276	—	—	—
SFP	400	76	400	294	50	294	—	—	—
DC	251	58	251	189	49	97	222	42	66
PM	43	61	43	13	46	13	5	42	5
ML	26	62	10	18	50	3	8	36	4
Group VIII									
EA	—	—	—	—	—	—	5	38	5
EAD	12	63	8	4	50	4	—	—	—
EAS	28	62	8	4	40	4	—	—	—
CE	—	—	—	—	—	—	34	47	24
CEP	22	63	22	14	52	14	—	—	—
CES	3	50	3	8	50	8	—	—	—
CET	12	63	12	8	62	8	—	—	—
CEW	48	62	48	28	53	28	—	—	—
EO	—	—	—	—	—	—	109	37	26
EOH	46	60	41	70	47	21	—	—	—
EON	61	61	15	109	51	5	—	—	—
CM	—	—	—	—	—	—	65	43	17
CMA	60	63	46	64	52	16	—	—	—
CMH	37	60	29	27	50	16	—	—	—
BU	—	—	—	—	—	—	43	43	22
BUH	12	67	12	15	71	15	—	—	—
BUL	115	64	115	62	55	34	—	—	—
BUR	49	60	49	23	48	23	—	—	—
SW	—	—	—	—	—	—	24	38	6
SWE	22	59	22	13	50	13	—	—	—
SWF	26	62	26	10	45	10	—	—	—
UT	—	—	—	—	—	—	46	41	8
UTA	6	55	6	10	43	4	—	—	—
UTB	4	67	4	6	50	3	—	—	—
UTP	27	57	27	43	51	18	—	—	—
UTW	7	54	7	6	50	2	—	—	—
Group IX									
ADJ	930	62	930	432	46	301	247	44	247
ADR	765	57	588	892	51	305	477	39	202
AT	—	—	—	1092	73	1092	393	42	393
ATN	612	76	612	—	—	—	—	—	—
ATR	331	74	331	—	—	—	—	—	—
ATS	175	73	175	—	—	—	—	—	—
ATW	81	77	81	—	—	—	—	—	—
AO	516	79	516	332	48	283	209	42	159
AQ	—	—	—	149	69	149	43	45	43
AQB	91	82	91	—	—	—	—	—	—
AQF	144	75	144	—	—	—	—	—	—
AC	181	72	181	180	51	86	145	42	25
ABE	288	64	101	115	51	35	63	43	16
ABF	318	67	115	64	49	16	53	46	10
ABH	429	66	158	89	51	62	59	42	6
AE	610	62	610	612	47	419	252	41	98
AME	167	58	65	180	75	180	29	41	10
AMH	380	63	149	406	53	319	198	47	155
AMS	785	59	714	486	48	210	194	41	42
PR	115	78	115	70	49	70	71	41	28

(Continued on Next Page)

Internal Revenue Service Wants You to Pay No More Taxes Than Legally Needed

If you read the Internal Revenue Service literature, you will receive several assurances that the government wants you to pay only as much tax as you are legally supposed to pay—no more, no less.

Last month's ALL HANDS (page 50) reported the latest changes in tax regulations which might affect you in reporting your income taxes. Chances are that some of you have still not filed—so here are some pointers to remember concerning your Navy pay; what is exempt, what is deductible, and what need not be reported.

Which brings up this point—when you file your return, don't get over-ambitious and report items of your Navy pay which are not considered gross income.

Navy Income That Need Not Be Reported

The following items do not fall into the gross income category and therefore need not be reported:

- Basic allowance for quarters, including cash difference for inadequate quarters, heat and light furnished in kind.

- Basic allowance for subsistence.

- Cost to government for transportation of dependents and household goods.

- Rations furnished in kind to enlisted men.

- Uniform gratuity or clothing allowance for officers and enlisted personnel.

- Retired pay of persons retired before 1 Oct 1949 for physical disability resulting from active service and who are receiving pay under laws in effect before 1 Oct 1949.

- Disability severance pay and disability retired pay computed on percentage of disability, received for separation or retirement after 30 Sep 1949 under the Career Compensation Act of 1949.

- Uniforms furnished in kind to enlisted men.

- Death gratuities.

- Personal money allowances received by Fleet admirals, admirals and vice admirals.

- Money received by naval attaches for entertaining and exceptional purposes, if expended solely

in connection with official duties.

- Mustering-out pay.
- State bonus payments for services rendered to the United States.
- Amounts paid to, or on behalf of, veterans under the World War II and Korean GI Bills.

Now that you know some of the items not to include in your gross income figure, you can concentrate on getting your adjusted gross income figure. This is just another way of saying your deductible items should be subtracted from your gross income before you figure out what your tax will be.

The deductible items which most of the population share are listed in the instructions which come with your form 1040.

Here are a few reminders, however, of deductions which particularly apply to Navymen and which may not readily come to mind when you sit down with pen in hand.

Deductible Items

- Mess bills afloat—A member with or without dependents who is assigned permanent duty afloat, may deduct the amount of mess bills which he pays in cash for any period during which his ship is away from its home port for longer than an ordinary work day. The same principle applies to air personnel away from a squadron's home base.

- Travel expense—The excess expenses may be deducted if you are traveling on TAD in a mileage or per diem status. Form 2106 may be used for this purpose.

- Transportation expenses may be deducted by Reserve personnel. See February 1963 issue, page 50.

- Expenses attributable to rent and royalties are deductible.

- Losses from sale or exchange of business property are deductible.

The foregoing items are deductible from gross income on page one of the long form (Form 1040).

- Miscellaneous itemized deductions such as uniform items not a part of the uniform itself (insignia of rank, corps, etc.); amount of reenlistment bonus refunded by reason of termination of enlistment; alimony payments, if included in your former wife's gross income; dues to professional societies; etc.

Needless to say, your itemized deductions must be listed in the space provided on page 2 of the long form

All-Navy Cartoon Contest
S. R. Moore, JO2, USN



"Are you sure this is the last liberty boat?"

(Form 1040) which must be used if your taxable income is \$10,000 or more or if you wish to itemize deductions.

If your adjusted gross income is less than \$10,000 you may, if you wish, use Form 1040A which is the essence of simplicity.

An automatic deduction is given in the tax tables supplied by the Internal Revenue Service. If your only deductions are personal, it may pay you to use this form.

In addition to your Federal Income Tax, you may have obligations to your city or county. The chances are fairly good that you will have some kind of tax obligation to your home state if it imposes an income tax and does not exempt service pay.

The Soldiers' and Sailors' Civil Relief Act protects you from taxation in a state where you are serving if it is not your home state, and you are liable only to income taxation by

your home state where you maintain legal residence and vote.

In the February 1963 ALL HANDS (page 51) you will find information on income which the states and possessions of the United States consider taxable, your exemptions and credits, the date taxes are due, where to mail your return and exclusions and deferrals (if any) for the military.

Too Much Waistline Means Hard Times In the Future

The Navy has always been interested in having Navymen look trim and has inaugurated a physical fitness program to keep them that way.

For those who are excessively fat despite the physical fitness program, SecNav Inst. 6100.3 warns that obesity, in addition to spoiling your looks, is an abnormal state of health and is liable to increase your susceptibility to heart and circulatory difficulties, especially in middle age.

Commanding officers are instructed to keep an eye open during personnel inspections for Navymen who are too chubby in proportion to their height, and have them report for physical examination.

If the physical examination indicates obesity is due to an underlying disease process, the fat Navyman is to be admitted to the sick list.

If his physical condition permits, he will be put on a weight-reducing diet and given a physical exercise schedule and realistic weight reduction goals.

Those who don't get into shape (or at least conform to the goals set) will have their failure noted on fitness reports or evaluation sheets.

Passing & Advancing Percentages

	Pay Grade E-4			Pay Grade E-5			Pay Grade E-6		
	No.	%	No.	No.	%	No.	No.	%	No.
	Who Passed	Passing	Advanced	Passed	Passing	Advanced	Passed	Passing	Advanced
AG	166	64	166	139	49	107	50	37	50
TD	153	63	92	110	50	16	109	40	16
AK	454	64	182	267	54	75	185	42	37
PH	228	67	228	159	52	110	125	44	25
PT	28	82	28	23	52	23	15	38	8
Group X									
HM	2314	64	1017	1032	47	516	695	47	303
Group XI									
DTG	292	58	102	157	55	61	64	38	24
DTP	28	78	28	46	46	19	42	41	6
DTR	—	—	—	1	100	1	6	33	1
Group XII									
SD	2424	60	129	875	46	156	535	49	155

New Leadership Manual Has Been Distributed to Fleet

For about four years naval officers, chiefs and other petty officers have increasingly concerned themselves with the elements of leadership. Not unnaturally, a lot of directives have been published on the subject.

Navymen who have become a little irked at plowing through many sources for leadership guidance will be happy to learn that the *U. S. Navy Leadership Manual* (NavPers 15934) has been published to provide a handy compilation of leadership material and discussion outlines which have hitherto been published separately. Some have been revised.

You can get a pretty good idea of the manual's contents from the chapter titles:

- Leadership: Why and How.*
- Balanced Efforts in Command Leadership.*
- Five Steps to Effective Naval Leadership.*
- Checks for Personal Leadership.*
- How to Conduct a Leadership Discussion.*
- Standard Naval Leadership Discussion Outlines.*
- Use of Case and Non-Case Study Films.*
- The U. S. Code of Conduct.*

There are also three appendices entitled *Indicia of Naval Leadership*, *Publications*, and *Films*.

The preface of the manual expresses the hope that the consolida-

Spacers



"Today is my friend's birthday, and he's seven light-years old."

Antarctic Seabees Earn NUC

Mobile Construction Battalion One (MCB1) has been awarded the Navy Unit Commendation in recognition of its work in Antarctica between April 1961 and March 1962.

Besides installing the PM-3A nuclear reactor at McMurdo Station, the 14 officers and 320 men of MCB-1 also supported the U. S. Antarctic research programs at Hallett and South Pole Stations and constructed an under-the-snow camp at New Byrd Station where 30 scientists and Navy personnel spend the Antarctic winter.

Since finishing their work in Antarctica, the men of MCB1 have moved on to the Naval Air Station at Rota, Spain.

Under Secretary of the Navy Paul B. Fay, Jr., made the award at Rota in January.

tion of material produced in the past will result in the development of new ideas and techniques in the future.

Automatic distribution of the manual has been made to all ships and stations. Additional copies can be obtained from the Naval Supply Centers at Norfolk, Va., or Oakland, Calif.

Navymen on TAD Orders To Overseas Locations Are Asked to Hold Down Spending

One of the first Navywide directives this year, BuPers Notice 4600 (issued on 3 Jan 1963), reminds COs a concentrated effort must still be made to reduce the outflow of U. S. dollars in connection with the U. S. balance of payments deficit (*ALL HANDS*, May 1961 and January 1963).

The U. S. balance of international payments is what's left in the Treasury at the end of a fixed period after all dollars have entered or left the country.

A balance of payments deficit can develop when the flow of dollars abroad creates a drain on our gold reserves.

If you're stationed in Europe, for example, the money you pay for merchandise to local businessmen is eventually combined with other dollar receipts in that country, and then

exchanged for the gold we use to back up our currency.

Under law, the U. S. is authorized to sell a portion of its gold to foreign banks or governments in exchange for dollars. Foreign requests for dollar-for-gold exchanges may increase when a U. S. balance of payments deficit is of sufficient size to put dollars in a state of plenty abroad.

When this happens, there is not only a heavy run on our gold reserves, but the value of the U. S. dollar could be placed in a state of distrust.

U. S. economists envisioned just such a situation late in 1960. The heavy spending of American dollars by U. S. citizens overseas had created a drain on our gold reserves.

Two years ago all U. S. government workers and dependents living overseas were requested to cut personal expenditures.

Late last year the situation was reviewed in certain areas in Europe. It was found there are significant individual expenditures by persons visiting overseas. Or, as far as the Navy is concerned, by men on temporary additional duty to overseas areas.

As a result, all naval activities issuing TAD orders to overseas areas have been instructed to make sure the travel is necessary, consistent with official mission requirements.

And, those who do go TAD are being requested to hold their personal expenditures to a minimum.

Spacers



"Let's give it to my Mom, and when my Dad comes home, he'll quit saying to her, 'What's new?'"

More Than 68,000 Navymen Are Now Earning Proficiency Pay

NEARLY 4500 MORE NAVYMEN are either getting more proficiency pay or receiving it for the first time as a result of some changes in pro pay regulations which went into effect 1 January.

More than half of them (2436, to be exact) are men in critical ratings who passed the P-2 test in May 1962, but were "quotaed" out of the \$60 per month payments because their scores were lower than the cutoffs set at that time.

Another group of slightly more than 2000 men became eligible for \$60 more on their paychecks when 50 more Navy Enlisted Classifications (NECs) were added to the "programed P-2" critical list. However, since Defense Department regulations require that a man must have been drawing P-1 pay at least three months before he can draw P-2 pay, a small percentage of these men, who had been getting no pro pay at all, started drawing \$30 P-1 pay on the first day of this year. They will become eligible for the P-2 payments on 1 April.

Proficiency pay is awarded to Navymen in a variety of forms.

Programed P-2 goes automatically to critical skill NECs who are recommended by their CO. No examination is involved. As of 1 Nov 1962 some 2838 Navymen were drawing programed P-2 pay—thus the additional NECs added to the list as of 1 January have very nearly doubled that figure.

In addition, another 4853 critical skill Navymen were drawing P-2 pay as of 1 Nov 1962 as a result of passing the P-2 exam in May 1962. Addition of the 2436 men who had missed the cutting score then, but who were added to the list as of 1 January makes a total of nearly 7300 men now drawing P-2 pay as a result of examination.

P-1 pay, meanwhile, was being paid to slightly more than 56,000 Navymen as of 1 Nov 1962. Of that figure, approximately 49,000 were critical skill men who were awarded P-1 payments automatically upon recommendation of their CO. They are, of course, also eligible to compete via examination for P-2 pay. The remainder (between 6500 and 7000 men) come from the 45 ratings

Here Are the Figures

Type of Pro-Pay	Number
Programed P-2	4838
P-2 (By Examination)	7289
Critical Skill P-1	49200
Outstanding Effectiveness P-1	6800
Total	68,127

classified as outstanding effectiveness skills. They are eligible to compete via examination for P-1 pay only.

The new lists, which became effective as of 1 Jan 1963:

Critical Skills

(Awarded automatic P-1,

and eligible to take exam for P-2.)

Ratings	NECs	NECs	NECs
ADJ	SO-0423	FT-1166	DS-1634
AE	TM-0771	FT-1167	DS-1635
AG	GM-0986	FT-1172	All 3300
AT	GM-0987	FT-1174	series
AQ	GM-0988	FT-1174	3511
AX	GM-0989	FT-1182	BT-4516
BR	GM-0998	FT-1183	SF-4915
CE	FT-1113	FT-1184	SF-4945
CT	FT-1114	FT-1185	SF-4946
DS	FT-1115	FT-1186	AT-6617
EM	FT-1116	MT-1313	AE-7131
ET	FT-1118	MT-1314	AE-7137
FT	FT-1119	MT-1315	HM-8407
GMT	FT-1121	MT-1316	8213
IC	FT-1155	ET-1513	8309
MM	FT-1157	DS-1615	8319
MR	FT-1158	DS-1616	8324
MT	FT-1159	DS-1617	9505
PH	FT-1161	DS-1618	9592
RD	FT-1162	DS-1619	9901*
RM	FT-1163	DS-1631	9931
SO	FT-1164	DS-1632	
	FT-1165	DS-1633	

All-Navy Cartoon Contest
Howard P. Wood, Jr., CMA2, USNR



"Would you mind going through that again, Chief?"

* Note: Only those NEC 9901s who have satisfactorily completed Basic Nuclear Power Course and who will continue in the Operational Nuclear Power Training Phase.

Outstanding Effectiveness Skills (Eligible to take exam for P-1 only.)

Ratings	CM	LI	SF
AB	CS	MA	SH
AC	DC	ML	SK
AD**	DK	MN	SM
ADR	DM	MU	SW
AK	DT	OM	TD
AM	EA	PC	TM
AO	EN	PM	UT
BM	EO	PN	YN
BT	GM	PR	Recruit-
BU	HM	PT	ers
	IM	QM	
	JO	SD	

** Note: General rating at pay grade E-8/E-9 level.

Programed P-2 (Awarded automatically upon recommendation of CO.)

NECs	FT-1165	DS-1631	3351
SO-0423	FT-1166	DS-1632	3352
GM-0986	FT-1167	DS-1633	3353
GM-0987	FT-1172	DS-1634	3354
GM-0988	FT-1173	DS-1635	3355
C-M-0998	FT-1174		3356
FT-1113	FT-1182	3307	3371
FT-1114	FT-1183	3308	3372
FT-1115	FT-1184	3313	3381
FT-1116	FT-1185	3314	3383
FT-1118	FT-1186	3315	3384
FT-1119	MT-1313	3316	3385
FT-1121	MT-1314	3317	3386
FT-1155	MT-1315	3318	3387
FT-1157	MT-1316	3321	3511
FT-1158	ET-1513	3322	AT-6617
FT-1159	DS-1615	3323	AE-7131
FT-1161	DS-1616	3331	AE-7137
FT-1162	DS-1617	3337	8309
FT-1163	DS-1618	3338	8319
FT-1164	DS-1619	3339	8324

Locker Club for Pearl

Last December, a Navy admiral snipped the wire which held together the orchids of a Hawaiian lei, thus opening the facilities of a locker club at the Pearl Harbor Naval Station where about 1500 Navymen can rent a locker, shower, shave, send and receive laundry and dry-cleaning and obtain personal necessities from a retail store located there. A locker costs the modest sum of \$2.00 per month plus a \$2.00 deposit on the key.

The new club will be exclusively for the use of ship-based sailors at Pearl who have heretofore used downtown locker clubs when they wore civilian clothes while on liberty.

Norfolk ASW Tactical School Provides Officer Training

HAVE YOU BEEN AWAY FROM ASW for a long time? Do you lack a thorough understanding of the team concept in ASW? Are you reporting to an ASW staff job without a full appreciation of that staff's function in coordinating the efforts of the various members of the ASW team?

If so, then a quick, and relatively painless way to solve your problem and bring you up to date on the latest coordinated tactics, is to attend one of the series of courses offered by the U. S. Atlantic Fleet ASW Tactical School.

Formal training of individuals and antisubmarine units in all aspects of coordinated, intertype ASW tactics and techniques, assistance in the evaluation of current coordinated ASW tactics and development of new tactics is the mission of the ASW Tactical School.

To perform this mission the school has a staff of 15 officers who report directly to the school from operating

units of the Fleet. All of the officers teach and are equally divided in background between submarines, aircraft and surface ships.

The ASW Tactical School is somewhat unique in that it is the only U. S. Navy school on the east coast where officers of varying background (that is, air, surface and subsurface) are trained together in the field of ASW. Much of the benefit from the courses is derived from an informal exchange of ideas and experiences among the students.

Three formal courses for naval officers are conducted every quarter, each 10 working days in length. The senior course is designed for flag officers and captains who occupy such billets as HUK group commander, Fleet airwing commander, destroyer and submarine squadron and division commanders. The next level of instruction is for commanding and executive officers of ships, submarines and aircraft squadrons. The

junior course caters to operations, ASW and other junior officers of destroyers, submarines and aircraft squadrons.

A unit course is conducted each quarter for a hunter killer group. This course is designed specifically as a "pre-sail" indoctrination for the units in a task group. It consists of a limited number of lecture periods, followed by extensive training in the ASW Tactical Trainer under simulated operational conditions. The Trainer problems are often rerun at sea with members of the Tactical School staff acting as observers.

In addition to the regularly scheduled courses, upon request the school offers instruction in coordinated tactics to smaller groups such as Fleet airborne electronics training unit students, CVS CIC Teams, air ASW units, destroyers and submarines. As a collateral function the tactical school provides facilities and assistance for "pre-sail" indoctrination of forces as well as for critiques and "wash ups" at end of periods at sea.

Throughout all courses of instruction, an approach to ASW tactics is stressed, which requires:

- Knowing the enemy—his capabilities and limitations, how he thinks and how he may act.
- Knowing yourself—your own capabilities and limitations.
- Understanding the environment in which you are going to fight.

These are viewed as basic factors in selecting and employing tactics to defeat the modern submarine.

Each course is opened with a series of lectures intended to establish a common meeting ground for the aviators, submariners and surface officers making up the class. Student participation in the discussions associated with each lecture is encouraged, and results in a free exchange of ideas and information within the class. Students are next presented a series of short tactical problems (snap tactics) which emphasize the objective of the school, which is to teach decision-making.

During the second week the students are divided into syndicates and are asked to solve several large-scale problems which may involve convoy escort, defense of an amphibious operation, defense of the strike fleet and

WAY BACK WHEN

Antarctic Landmarks

No set pattern has been followed in naming the geographic features of the Antarctic. Since the icy south polar shores were sighted in 1820, explorers have named the mountains, glaciers, coasts, bays, and other landmarks they discovered, after obvious or appropriate peculiarities (for example, Blow Me Down Bluff), or in honor of prominent persons.

Norwegian expeditions during the early 1900's honored royalty by fixing to landmarks such names as Prince Harald Coast, Prince Olav Coast, Princess Astrid Coast, Princess Ragnhild and Princess Martha Coasts, and Queen Maud Land. Similarly, German explorers used Wilhelm II Coast, and England provided the names Victoria Land, Edward VIII Bay, and Queen Mary Coast.

Antarctic landmarks named by U. S. explorers include Mount Andrew Jackson (who authorized an expedition in 1838) and John Quincy Adams Glacier.

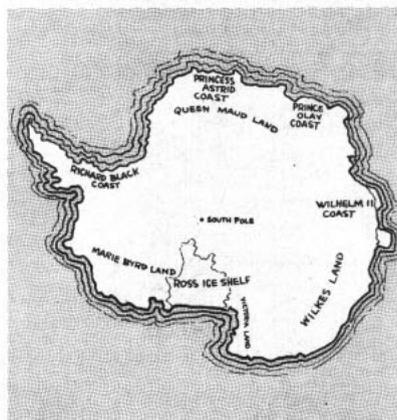
Roosevelt Island was named for FDR, president when Rear Admiral Richard E. Byrd led an expedition. Other American landmarks include Marie Byrd Land, the Pulitzer Mountains and Rockefeller Plateau.

The names of men like Scott, Amundsen, Shackleton, Wilkes, Ross and Byrd, all of whom made contributions towards the tam-

ing of the frigid iceland, may be found on any map of the Antarctic.

Other Antarctic sites: Exasperation Inlet (the disturbed nature of the ice made it difficult for sledging parties); Inexpressible Island (one party spent an unpleasant winter of 1910 there on half rations); and Dismal Inlet (extremely desolate and gloomy).

More: Disappointment Cape, Hell Gates, Backstairs Passage Glacier, Whistling Bay, Sighing Peak, Dynamite Islet, and Neck or Northing Passage.



defense of the east coast against ballistic missile-firing submarines. One syndicate frequently acts as the submarine opposition and devotes its entire time to structuring enemy plans and tactics.

Training of a more specialized nature is accomplished in the ASW tactical trainer. The purpose of the trainer is to provide instruction and practice in coordinated ASW tactics for command and control personnel from air, surface and subsurface units. Among its many benefits are those of economy of time and operating funds. ASW units and staffs brought together for the first time can iron out many of the communication and procedure difficulties normally encountered during the first few days of an exercise. Thereafter, when the forces go to sea, there is greater understanding and coordination. More effective ASW operations inevitably result. A further benefit derived from the trainer is the indoctrination of staff personnel in the handling of emergency situations such as Sub-

All-Navy Cartoon Contest
Peter A. Hansen, EN2, USN



"Do you have any difficulty swallowing pills?"

Miss/SubSunk, SAR, etc.

Complementing all phases of instruction presented at the school is the ASW tactical library. This library is one of the most complete sources of information pertaining to antisubmarine warfare in existence. Its facilities are not only available to the students of the school but to all personnel working in the field of antisubmarine warfare.

Officers who have a need for information concerning the conduct of coordinated ASW operations, or who are looking for team training in coordinated ASW tactics or for access to one of the most complete libraries on the subject of ASW in the world, can look to the U. S. Atlantic Fleet ASW Tactical School for help.

Three More DDs Frammed

The last three destroyers of a group of 24 selected for the Navy's FRAM program during fiscal 1963 have been assigned to shipyards. The three, built more than 15 years ago, are *uss Brownson* (DD 869), *uss Rowan* (DD 782), and *uss Gurke* (DD 783).

Brownson and *Rowan* will go to the Philadelphia Naval Shipyard, and *Gurke* will go to Puget Sound. Besides hull repair and replacement of worn machinery parts, the ships will receive long-range sonar, an antisubmarine rocket launcher, torpedo launchers, and drone ASW helicopter (DASH) platforms.

Ten Thousand Graduate Annually from San Diego's ASW School

Every year, about 4000 U. S. officers and 6000 enlisted men, in addition to trainees from foreign navies, graduate from courses given by the Fleet Antisubmarine Warfare School at San Diego, Calif.

The school, which is under the jurisdiction of the Pacific Fleet Training Command, runs its students through more than 80 courses, covering the realm of antisubmarine warfare from basic instruction on sonar detection equipment to large-scale antisubmarine tactical command courses. Courses range from three weeks to several months.

The school gets the job done with modern equipment such as the Action Speed Tactical Trainer, an electronic gadget which simulates the movements of surface ships in convoy, rotary-wing aircraft and submarines, moving at action speed over a 10,000-square-mile area. This, of course, is in addition to other trainers and mock-ups.

Each month a skull session is held, during which air, surface, and submarine officers are brought together to exchange experiences and ideas in detection, classification and

destruction of enemy submarines.

The ASW school is the product of needs and experience which go back as far as the late 1930s, when Pacific Fleet ships attempted to formulate a doctrine for the use of sonar equipment.

Later, many destroyers were equipped with echo-ranging equipment. At the same time, ultrasonic screening, search and attack doctrines and submarine evasive tactics were developed.

This, of course, created a need for trained men, and a school within a destroyer division was set up. However, its operations were confined to elementary instruction in sound equipment operation.

The first permanent sonar school at the San Diego Destroyer Base was established in June 1939. It graduated a 70-man class after a seven-week basic course.

Six months later, a radio and sound material course was added to the school's curriculum.

The threat of war early in 1941 prompted the Chief of Naval Operations to establish a foundation for a school that would train sound oper-

ators, maintenance men, sound officers, executive officers and commanding officers for newly constructed Pacific Fleet ships.

By the time the Japanese attacked Pearl Harbor, the school at San Diego was turning out 75 enlisted operators and 15 officers to the Pacific Fleet every five weeks.

Sixteen classes had graduated by the end of the year, totaling 800 enlisted operators and 150 officers, plus about 130 selected radiomen who took an eight-week maintenance course.

Like nearly everything else during World War II, the school expanded. Its training facilities grew to speed up personnel assignments.

Unlike many installations which boomed during wartime and closed soon after VJ Day, the school didn't get the ax. Instead, it moved into a modern training building in 1957, which it still occupies while retaining the use of some of its World War II buildings.

Now, as ever, it supplies the Pacific Fleet with men trained to cope with the possibility of attack from under the sea.

Roundup of Correspondence Courses Available to Officers

HERE IS A CHECKLIST for officer correspondence courses together with their NavPers number and the number of assignments in each.

Correspondence courses are not obligatory for officers on active duty; however, their satisfactory completion is made a matter of record for the use of selection boards and others concerned.

Officers, except those in the Medi-

cal and Dental Corps, can order correspondence courses on Form NavPers 992 via official channels to the Naval Correspondence Course Center, Scotia 2, N. Y.

Medical and dental officers use the same form but make their requests to the U. S. Naval Medical School or the U. S. Naval Dental School (Code 5), National Naval Medical Center, Bethesda 14, Md.

Naval Reserve officers on inactive duty may earn credit for promotion and nondisability retirement through completion of certain Officer Correspondence Courses. USNR retirement and promotion points are creditable only to those eligible to receive them under current directives.

Officers on inactive duty residing in a foreign country are not ordinarily eligible for classified courses.

Course Title	NavPers Number	Assignments	Course Title	NavPers Number	Assignments
Aircraft Electrical Systems	10757-1	5	Jet Aircraft Engines	10985-B	6
Airfield Pavements	10751-1	4		⚓	
Air Navigation, Part I	10959-2	6	Leadership	10903-A	6
Air Navigation, Part II	10960-1	8	Logistics	10902-A	4
Airplane Power Plants	10961-A2	8		⚓	
**Antisubmarine Officer	10405	10	Maintenance of Public Works and Public Utilities	10747-2	6
*Aviation Operations	10755-1	9	Management and Industrial Engineering	10942-3	7
	⚓		Maneuvering Board, The	10933-3	6
Basic Mechanical Engineering	10748-2	4	Marine Navigation, Course I	10921-2	6
Basic Structural Engineering	10749-1	3	Marine Navigation, Course II	10945-2	8
BuShips Duty & Field Duty for Engineering Specialists	10939-A	8	Meteorology	10954-B	6
	⚓		Military Justice in the Navy	10993-3	10
Claims	10727-1	3	Military Sea Transportation and Shipping Control	10972-A	8
Cold Weather Engineering	10910-A	5		⚓	
**Combat Information Center Officer	10952-A	10	Naval Airborne Ordnance	10964-3	6
**Communication Officer, The	10403-1	10	Naval Arctic Operations	10946-2	7
Construction Battalion	10745-1	6	Naval Aviation	10756-1	7
Contract Administration and Contractor Labor Relations	10742-1	3	Naval Communications	10416	10
	⚓		Naval Control of Shipping	10413	4
Diesel Engines	10938-2	8	Naval Electronics, Part I	10925-A1	11
Disaster Control	10746-1	11	Naval Electronics, Part II	10929-2	10
Duty Afloat for Engineering Specialists	10941-A	6	Naval Electronics, Part III	10932-1	7
	⚓		Naval Ordnance and Gunnery	10922-A3	17
Education and Training	10965-A1	6	Naval Orientation	10900-4	13
Electronics Administration and Supply	10926-A1	6	Naval Shipyard Duty for Engineering Specialists	10940-2	4
Elements of Naval Machinery	10934-3	12	Naval Admiralty Law Practice	10725-1	2
Engineering Administration	10992-4	6	Navy Chaplain, The	10905-A1	9
Engineering, Operation and Maintenance	10935-A2	10	Navy Contract Law	10988-A	8
	⚓		Navy Public Information	10720-5	6
Financial Management in the Navy	10732-1	5	Navy Regulations	10740-A2	11
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			Seamanship	10923-A3	9

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Security of Classified Information	10975-A4	4
Ship Activation	10986	6
Shipboard Electrical Systems	10991-2	6
Shipboard Electronic Equipments	10762-A	5
Shiphandling	10738-3	6
Special Services	10969-A1	4
Supply Afloat	10980-B1	10
Supply Ashore	10983-A4	14
Supply Duties for General Line Officers . .	10412	4

Course Title	NavPers Number	Assignments
Theoretical Damage Control	10937	6
	⚓	
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	⚓	
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*** Confidential-Restricted Data Courses		

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current **Alnavs** and **NavActs** as well as current **BuPers Instructions**, **BuPers Notices**, and **SecNav Instructions** that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since **BuPers Notices** are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult **Alnavs**, **NavActs**, **Instructions** and **Notices** for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; **NavActs** apply to all Navy commands; **BuPers Instructions** and **Notices** apply to all ships and stations.

Alnavs

No. 1—Announces acceptance by the Navy League of nominations for annual awards of merit to naval personnel.

Instructions

No. 1301.31B—Describes a plan for the distribution of unrestricted line officers based on the number of officers of each grade available for detailing.

No. 1301.35A—Announces tour lengths and assignment rotation policies relative to aviation officer personnel of the 13XX and aviation LDO designators.

No. 1321.4A—Describes the revised system for the preparation of orders issued to officers by the Chief of Naval Personnel.

No. 1520.90—Requires that appropriate information concerning counter-insurgency training is included in officers' records. (See article on p. 51.)

No. 1710.6—Establishes procedures for fund-raising activities for the 1963 Pan American games and the 1964 Olympic games.

Notices

No. 4600 (3 January)—Encouraged a concentrated and continuing effort to reduce the outflow of dollars

in connection with official visits overseas.

No. 1120 (9 January)—Announced the selection of personnel for training leading to appointment in the grade of ensign in the USN unrestricted line or staff corps and for temporary appointment in the grade of ensign or lieutenant (junior grade) for limited duty only.

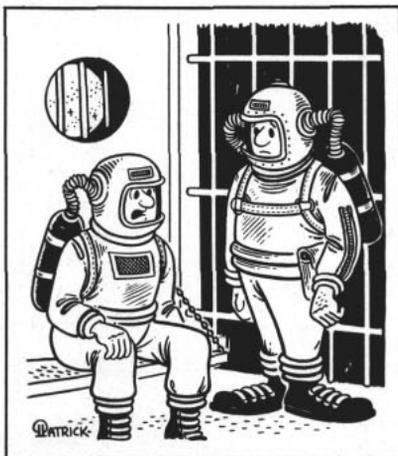
No. 1440 (9 January)—Solicited volunteers in the mineman, electrician's mate and interior communications electrician ratings for training in the missile technician rating.

No. 1306 (16 January)—Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey Segment 2-63.

No. 1710 (23 January)—Provided further information concerning the 1963 All-Navy and Interservice Sports championships.

No. 1531 (28 January)—Provided authority to nominate enlisted personnel to participate in the Navy-wide examination for assignment to the Naval Preparatory School as candidates for appointment to the Naval Academy.

Spacers



"We land on the moon and they arrest us for illegal entry."

New AGORs Named

The fourth and fifth in a new class of ships built from the keel up for oceanographic research will be named *Sands* (AGOR 6) and *Lynch* (AGOR 7), respectively. Authorized in the fiscal 1962 shipbuilding program, they are scheduled for launching about mid-1963.

Sands and *Lynch* will be 209 feet long, have 37½-foot beams, displace 1300 tons fully loaded, and have a top speed of about 13 knots. These AGORs will have accommodations for 24 officers and men and 15 scientists.

The research ships will be used to conduct studies, experiments and investigations, and to gather oceanic data for naval use.

Sands is the second ship to be named for RADM Benjamin F. Sands, USN, and his son, RADM James H. Sands, USN. The first was the destroyer USS *Sands* (DD 243) which served from 1920 to her decommissioning in October 1945. She earned nine battle stars and the Navy Unit Commendation for action in the Asiatic-Pacific theater.

RADM Benjamin Sands served in the Navy from 1828-1874. He engaged in coastal survey and hydrographic work until the Civil War, during which he commanded forces blockading Confederate ports. From 1867 to his retirement, he was in charge of the Naval Observatory.

RADM James Sands served from 1859-1907 and took part in the Civil and Spanish-American Wars. He also served in the Hydrographic Office and as Naval Academy Superintendent.

AGOR 7 is the first ship to be named for CAPT William F. Lynch, USN and CSN. He served in the U. S. Navy from 1819 to 1861, then resigned his commission and was appointed a captain in the Confederate States Navy where he commanded forces in Virginia, North Carolina, and Mississippi until his death.

REPORT ON

how to turn a phrase whether speaking for or to a Navy audience.

Here are excerpts from the CNO's report that are of particular interest to ALL HANDS readers.

I ASSUME YOU WOULD LIKE to hear about our modern Navy. Our *Polaris* submarines, the performances of the Navy and Marine Corps astronauts, and the Cuban operation have kept Navy in the headlines lately—I presume you do keep up with the news—but in case you haven't been able to do so recently, perhaps a brief description of the Navy today would be helpful.

The Navy is, first, big. Not so big as during World War II, but big by any other standards. The Navy is diverse. We, like all of the services, must be prepared to win anything from a nuclear war to a diplomatic face-off, and our equipment must meet all of the possible needs. The Navy is, finally, the reflection of all of industrial, economic, and social America, drawing its men from every walk of life and every part of the country, and its material from virtually every industry, profession and business in the country.

The Navy has a total of over 1800 ships, of which 866 are in the active Fleet—nearly four million tons in active service.

Over 7000 operating aircraft are deployed with our fleets or operate independently. They provide striking power, air cover and surveillance, patrol, reconnaissance, antisubmarine strength, photography, search and rescue and many other useful functions. They play an essential role in our Fleet operations.

Of course, our ships come in all shapes and sizes, from the gigantic aircraft carrier *Enterprise*, with over 200,000 horsepower generated by her great nuclear power plant—to the fleet ballistic missile submarine, with more



Admiral George W. Anderson, Jr., USN Chief of Naval Operations.

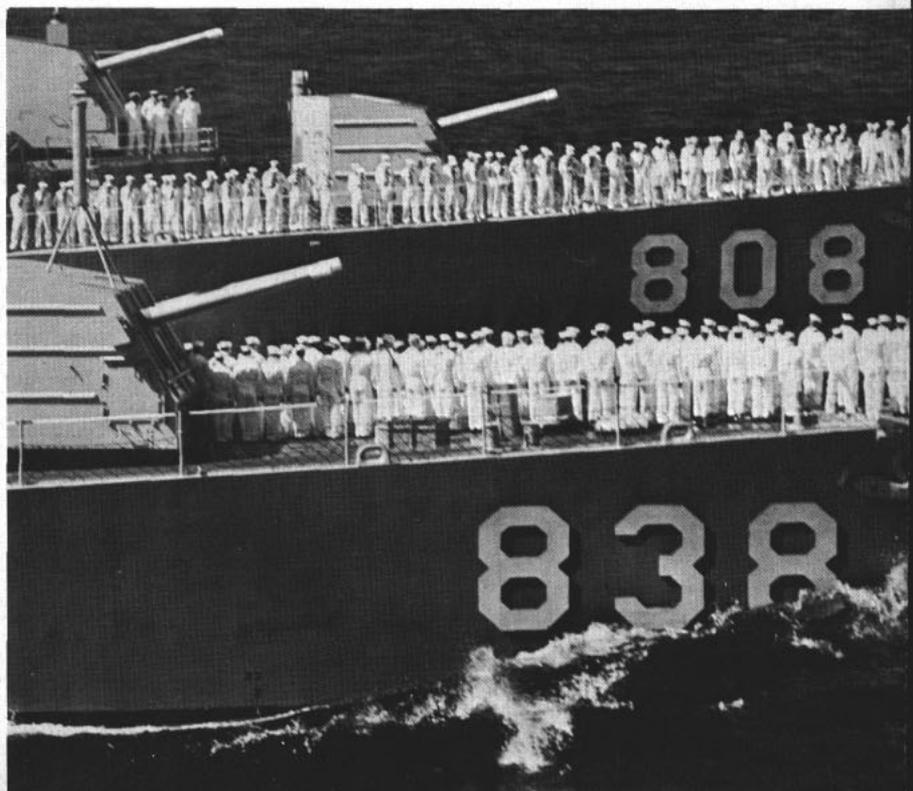
AS ADMIRAL GEORGE W. ANDERSON, JR., USN, Chief of Naval Operations, entered the elevator in New York's Waldorf-Astoria Hotel, a couple of the other passengers were overheard talking.

"Who's the speaker at this clambake tonight?" asked one of the men.

His friend replied, "Some guy named Anderson—I think he's a sailor from Brooklyn."

And, as ADM Anderson remarked to his audience, a university alumni group, later on in the evening, that was an apt description—for he is a seagoing sailor, born and raised in Brooklyn, with a real understanding of the men in the Fleet.

The remarks of the Chief of Naval Operations point up some interesting facts and figures about the Navy that a Navyman himself should know. And they reveal, once again, that CNO is a forceful speaker who knows



THE NAVY FROM CNO

power in her 16 *Polaris* missiles than all the bombs dropped from aircraft by both sides—in all theaters of war—throughout all the years of World War II.

We have the new hydrofoil patrol craft, which will glide on the surface of the ocean at surprising speeds, and little YPs at the Naval Academy that are used to teach our young Midshipmen some of the finer points a naval officer must know about navigation, shiphandling and tactics.

We have over a hundred amphibious ships and nearly as many mine and patrol craft, as well as nearly 400 auxiliaries and small craft too numerous to mention.

BUT SHIPS DO NOT GO TO SEA without people and shore support. Because of these requirements the Navy has over 225 major installations in the United States, and 60 overseas, which provide the back-up support needed to keep our ships an effective fighting force.

These installations are valued at over 20 billion dollars. They range from air stations to ammo depots, from shipyards to training centers, some 41 different types of activities, each with a primary mission—support of our forces afloat. Our Fleets, in turn, enable us in peacetime to use the seas in our national interest, in wartime to deny this use to our enemies, and at all times to support the other services, our friends and our allies.

The most important part of the Navy is our people—some 2.1 million of us—the men and women on active Naval and Marine service, both Regular and Reserve, all of the military dependents, and the civilians employed throughout the world. It is indeed a staggering problem in personnel administration.

Over 860,000 are Navy and Marine Corps personnel on active duty. Over 900,000 are dependents and over

345,000 civilians are employed by the Navy.

Our size and some of our problems are camouflaged because we are spread out all over the world—from Antarctica to England—from the Persian Gulf to Japan.

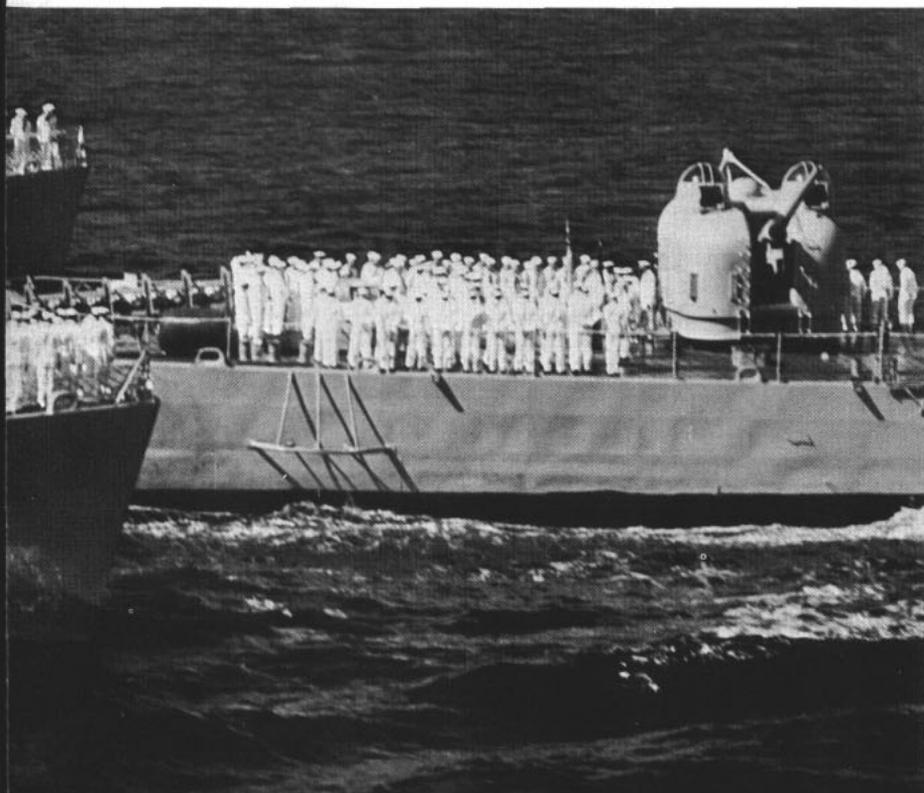
Our Naval and Marine Reservists are an important group of people. We have over 90,000 Reservists on active duty in the Navy and Marine Corps, and some 665,000 who support the Navy cause—as civilians—in an inactive Reserve status. The strength and vitality of our Reserve has always been something we have been proud of, and it did not surprise the Navy that the Naval Reserve did so well in the Berlin build-up—we have come to expect it of them.

WHY DO WE NEED this kind of a Navy?

In our own history, we not only used the seas for commerce but they protected us from foreign interference while we were moving West, consolidating our 48 states, and taking advantage of the great industrial revolution. The great Atlantic and Pacific Oceans protected us whether we had a Navy or not.

Today's conditions are different, and some people have a tendency to conclude that the importance of the seas and of sea power is also different—that sea power has in some way become less important. Nothing could be farther from the truth. It is true that missiles and aircraft are not impeded by salt water, but what this really means is that the seas no longer protect us automatically. Today, unless we take positive steps to insure that we capitalize on the mobility, security, and flexibility which the sea offers, salt water will become a detriment and a threat to us, instead of an asset and a blessing.

Unless we preserve and maintain the freedom of the seas, we can expect a Salt Water Curtain to be drawn





around us, choking off the free exchange of ideas, goods, and raw material with our seafaring allies.

The Cuban quarantine dramatized many of the strengths and advantages of sea power. We saw the precise application of just the right amount of strength in support of the foreign policy of the United States. Imagine what the United States foreign policy might be without a strong Navy—toward Berlin, over 3000 salt water miles away—toward Vietnam, 9000 miles across the Pacific—or toward Cuba, just 90 miles away.

During the Cuban quarantine we used aircraft carriers, cruisers, landing craft, submarines, destroyers, and destroyer escorts, fast jet photo planes and fighters, and long-range patrol aircraft. We are very proud, as indeed we all should be, of the performance of our ships and squadrons. But we are also proud that simultaneously we were supporting foreign policy in the Far East, in the Middle East, in the Mediterranean, in the North Atlantic, and in Antarctica. Our great Fleets no longer anchor leisurely in the Hudson—they are underway and operating in the far reaches of the seas in support of freedom.

ALL OF THIS ACTIVITY, by all of our valuable ships and equipment, from all our shore establishments and our bases, would be impossible without people. Our operations are always challenging and exciting, but they are also arduous and demanding. Our operations are important to the Nation but they are also frequently dangerous to the individual. Operations involve ships and planes, but their heart is in the officers and men of the Navy and Marine Corps.

All during 1962, before the Cuban crisis, activity was quietly taking place in our Light Photographic Squadron 62 at the Naval Air Station in Jacksonville, Fla. This squadron flies the *Crusader*, the Navy's first 1000-

mile-an-hour aircraft, and Navy officers and men of the squadron were working to adapt and install a newly developed forward firing camera in the *Crusader*. Low-level high-speed photography has great advantages if the pictures can be taken from the nose of the plane, looking forward in the direction of flight. The problems here are enormous, because the great speed of the plane produces problems of focus, and blurring of the picture. These men whipped that problem, without any outside help, and you all know the significance of the pictures they brought back from Cuba. The whole Navy can take pride in the quality of the pictures these pilots made, but we can take even greater pride in the people in the squadron who had the foresight, and the initiative and the ability to tackle this thing on their own, and whip it. We can never buy this kind of service, but we can certainly respect it.

We want all of our men to be respected. We are one naval family—the Navy and the Marine Corps—and we cannot divide respect among us—so much for this rank, so much for this rate, so much for this specialty. We are one Navy and the respect accorded to Navymen and Marines should be the same for each of us—from the lowest to the highest.

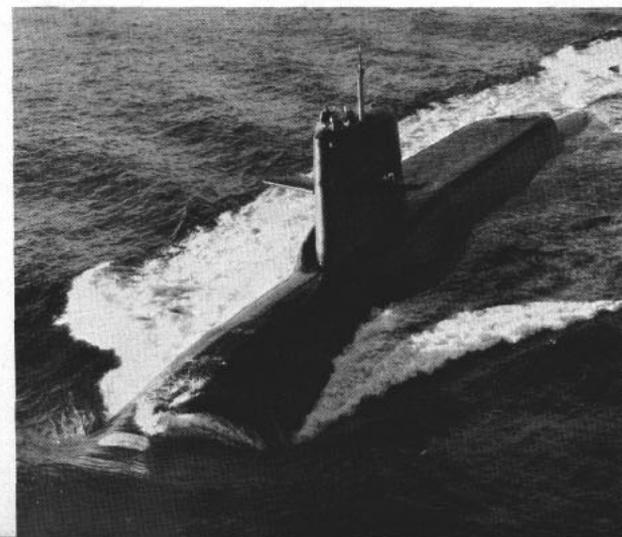
MEN IN UNIFORM have an opportunity to exercise, more often than civilians, the responsibility for showing the people of the world an American image which is what we want it to be. Every day, from Japan through Taiwan, Okinawa, Guam, the Philippines, throughout the Far East, there are Navymen whose conduct ashore determines what the foreign citizens think of us.

Every day, throughout the Mediterranean countries and Europe, soldiers, sailors, marines and airmen make an impression of one sort or another among our foreign friends. As they enjoy the beaches, parks, theaters, restaurants, churches, clubs, and all of the many interesting attractions of foreign travel, they are under constant scrutiny by the local populace, who may be quick to make judgments based on very slight incidents.

Away from the standards of home, where mores and morals are sometimes vastly different, there are frequently great temptations. In spite of these, the conduct of our men reflects great credit on all Americans.

We in the Navy have a blue suit waiting for anyone who can wear it. This suit is cut from the fabric of freedom, and it is tailored to the style of dedicated purpose set for us by our founding fathers.

That blue suit is waiting for any young man or woman who has the character, brains, determination and patriotism to wear it well.



DECORATIONS & CITATIONS



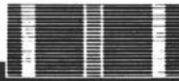
"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ IRVINE, Donald G., CAPT, USN, for service from 15 Jun 1960 to 15 Jun 1962 as Chief, Navy Section, Military Assistance Advisory Group, Republic of China. In his supervision of U. S. personnel assigned as advisors to the Chinese Navy and the Chinese Marine Corps, and in his direct dealings with the Commander in Chief, Chinese Navy, CAPT Irvine exerted an influence by maturity of judgment, an innate sense of tact and diplomacy, and a dedication to high professional standards that resulted in tremendous progress and improvement being made by the Chinese Navy during the two years of his assignment to Military Assistance Advisory Group, Republic of China.

★ McDONALD, David J., HM1, USN, for outstanding service from 1 Sep 1961 to 30 Jun 1962 while serving on board *uss Tiru* (SS 416). Throughout this period, McDonald consistently carried out his duties with a high degree of technical skill, efficiency, and resourcefulness. In addition to conducting an outstandingly effective on-board first aid training program, he constantly inspected, tested, and improved his equipment to insure its instant and full readiness. On 25 Jun 1962, when a casualty occurred in the after two compartments of *Tiru*, resulting in 17 men being overcome by smoke and toxic gases, McDonald, as a member of the first rescue team, personally restored respiration to five of the unconscious men, while other crew members, whom he had trained, revived three more in similar condition. He then supervised the administering of oxygen to all 17 men until they regained consciousness. So effective was his technique, equipment, and the instruction he had provided the crew, that all casualties were returned to duty within four days, although several had been near death.

★ O'DONNELL, Edward J., RADM, USN, for service from 15 Dec 1960 to 22 Dec 1962 as Commander U. S. Naval Base, Guantanamo Bay, Cuba. Prior to the Presidential Proclamation, declaring a quarantine of Cuba and the attendant build-up of forces at Guantanamo,

RADM O'Donnell, by skillful planning, improved and maintained the defense posture of the Naval Base at a high state of readiness under unusual and extraordinary circumstances. His tactful and diplomatic handling of the various elements involved in the maintenance and operation of a U. S. base surrounded by hostile forces was an exemplary lesson in leadership which engendered and maintained a high state of morale, readiness and efficiency among military, civilians and dependents alike.



"For heroism or extraordinary achievement in aerial flight . . ."

• BABBITT, Arlene K., ADC, USN, for heroism and extraordinary achievement in aerial flight on 29 Mar 1962, as pilot of a helicopter, attached to the U. S. Naval Auxiliary Air Station, Fallon, Nev. Upon receiving word that an aircraft had crashed in a remote mountain area approximately 20 miles southwest of Austin, Nev., Babbitt immediately flew his helicopter to the general area of the crash. Although he heard radio transmissions from the downed plane, he was unable to sight it because of the high peaks and extremely rough, mountainous terrain. By the ingenious use of volume build and fade of signals from the crashed aircraft, he succeeded in locating it. In the successful search he made repeated landings and takeoffs at close to 10,000 feet elevation, several thousand feet above the altitude considered maximum for safe operations.

★ SMITH, Thomas L., Jr., LTJG, USN, for heroic conduct in aerial flight as pilot of a jet aircraft in Attack Squadron 195, attached to *uss Bon Homme Richard* (CVA 31), during routine flight operations from NAS Atsugi, Japan, on 27 Nov 1961. Experiencing a partial power failure while in the process of landing his aircraft, LTJG Smith elected to remain in his disabled craft long enough to avoid several populated areas, thereby materially reducing his chances for a safe ejection. His selfless and decisive action to protect the lives and property of innocent civilians, resulting in the sacrifice of his own life, reflects the highest credit upon himself and the U. S. naval service.



"For heroic conduct not involving actual conflict with an enemy . . ."

★ RUSSELL, George H., AD2, USN, for heroic conduct on the afternoon of 9 Aug 1962 as crew member of a naval radar *Constellation* which crashed and burned during a rainstorm while making an instrument approach to the U. S. Naval Air Station, Patuxent River, Md. When a fellow crewman lacked time to secure himself with a seat belt immediately preceding the crash, Russell, who was securely strapped into his ditching station, seized the man and held him tightly throughout the crash period, undoubtedly saving him from serious injury or death. After the aircraft had come to rest, Russell made his way through the smoke and flames and aided in opening the jammed flight engineer's door to provide a place of escape for his fellow crew members. After leaving the plane and moving to a safe position, he heard cries for help from within the burning wreckage. Ignoring the fire and heat, and with full knowledge that an explosion might occur at any moment, he returned to the aircraft and attempted to remove the copilot.



"Awarded for meritorious achievement in aerial flights . . ."

★ HICKEY, John A., LT, USN, for aerial flights during the period 11 November to 7 Dec 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an HUS-IL helicopter, and as Officer in Charge of a U. S. Geological Survey mapping expedition, LT Hickey repeatedly flew his aircraft over the rugged and otherwise inaccessible terrain of the Queen Alexandria and Dominion ranges in the Antarctic, supplying vital fuel and food caches for the mapping team. Flying his helicopter to the maximum of its gross weight, endurance, and altitude capabilities, without benefit of weather information and periodically without radio communications, he contributed in large part to the successful completion of the mission.

TAFFRAIL TALK

AT THE U. S. NAVAL AIR Station, Key West, Fla., a chief warrant officer has come up with an effective antidote against lengthy gab-sessions in his shop, the Station Operations Office.

Whenever several of his men cluster overlong at the office scuttlebutt or joe pot, he reaches for his "panic gun." This weapon, we hear, operates on the same principle as a silent pop-gun or blow-gun—and gives its victims no warning.

How effective is the gun, which fires a "cardboard warhead?"

NAS Key West's station paper, the *Sky Anchor*, carried no up-to-date statistics. It did, however, quote one Operations staffer, who apparently feels that he no longer has the time for lengthy interviews. Quoth he (all the time sneaking furtive looks in the direction of the launching pad), "That thing can sure interfere with a conversation."

★ ★ ★

We are indebted to the *Sky Anchor* for another suggestion. In the interests of unification, our Armed Forces might consider the problem of the language barrier which exists among the separate services, this publication suggests.

Seems that during last fall's Cuban crisis build-up, many Air Force units took up temporary residence at NAS Key West. A contingent of Air Force men were assigned to the NAS galley to lend a helping hand with the greatly increased feeding requirements.

As you might expect, the birdmen had their difficulties with



such unfamiliar (to them) terms as bulkhead, swab, mess cook, etc. The climax, though, involved an Air Force man, who noticed the words "Watch Captain Gordon" printed on the day's menu, and got mightily confused. Who, he wondered aloud, was CAPT Gordon? And why did he bear watching?

It was a while before some helpful Navyman explained that Commissaryman First Class Gordon had the duty as watch captain in the galley that particular day.

★ ★ ★

CAPT J. G. Daniels, USN, CO of the Pacific Fleet attack aircraft carrier *uss Ticonderoga* (CVA 14), is no different from a lot of other Navy skippers—he likes to get some of his thoughts across to his crew—and he has the knack of making a good point stick in your memory.

Quoted in a recent issue of *The Big T*, CAPT Daniels told his troops, "It has been said that morale is the mainspring of a fighting force in peacetime. We all know what morale is in general terms, but I particularly like the definition advanced by an anonymous Navyman during World War II. As he is reputed to have put it, 'Morale is when your hands and feet keep working when your head says it can't be done.'"

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington, 25, D.C. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• AT RIGHT: JET JOBS—Sleek supersonic F-4B Phantom jets of Fighter Squadron VF-74, assigned aboard the super carrier *USS Forrestal* (CVA 59), make a pretty picture resting on runway of a naval air station.



WARNING

NEVER OPEN MAIN DOOR
INCORRECTLY & NOT ACTIVATE
PRESS COCKPIT SEAT BELT SLACKING
THROUGH ACCESS DOOR IN

106R

106R

CAUTION

F4
148

NAVY

04

USS FOREST 41



04



The NAVYMAN

