

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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MAY 1963



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Nav-Pers-O

NUMBER 556

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• FRONT COVER: BOSTON BOUND — Carrierman standing at bow of nuclear-powered attack carrier *USS Enterprise* (CVAN 65) is framed by jet planes of Attack Squadron VA-76 as the mighty ship rests in Boston Harbor.

• AT LEFT: PRESENT GREETES THE PAST—Photograph of the attack carrier *USS Independence* (CVA 62) steaming past Italian training ship *Amerigo Vespucci* depicts a graphic contrast between seapower of yesterday and today. *Independence* is now in drydock for a 223,000-mile check-up.

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REWARD — Children of L. W. Beckhaus admire Navy and Marine Corps Medal awarded for saving shipmate. Below: Fire has initiated heroic actions.



THE SEA has seen heroic deeds.

U.S. NAVY

ABOUT MIDNIGHT on 3 Nov 1960, William D. Bailey, FN, USN, was driving from his ship in Norfolk, Va., to his home in Newport News, Va. Nearing the high-level Hampton Roads Tunnel approach bridge near Hampton, Va., he saw a car go out of control, crash through a guard rail, and plunge 35 feet off the bridge into Hampton Creek.

Bailey immediately stopped his car to survey the situation. Realizing that the driver was injured and probably unable to help himself, Bailey knew he should do something, and he did. He jumped 35 feet into the darkened water and swam about 60 feet to reach the victim. The man in the car had suffered, among other injuries, a broken leg, and was, indeed, unable to help himself. Bailey, only a Class III swimmer, managed to keep the victim's head above water until a rescue squad arrived. The water at the point where the car fell was 25 to 30 feet deep and quite swift, due to an outgoing tide.

Because of his courageous action, Bailey was directly responsible for saving a life. His act was reported to his commanding officer by the investigating traffic officer and the Hampton, Va., chief of police. Acting



MEDAL MAN — Navy and Marine Corps Medal was presented R. E. Johme for rescue of swimmers from rip tide.

AND MARINE MEDALMEN

on the information contained in the reports, Bailey's CO recommended him for the Navy and Marine Corps Medal. On 10 Feb 1961, a little over three months after his courageous performance, a letter authorizing presentation of the medal was sent from the Chief of Naval Personnel to Bailey's Commanding Officer.

Since 7 Aug 1942, the Navy and Marine Corps Medal has been awarded for a number of deeds similar to Bailey's. This is not to say that Bailey's act was an ordinary one. It was only an example of the caliber of deed that it takes to earn the medal. Like Bailey, many of the winners have been in situations any of us might face at one time or another.

It has been awarded for rescues and attempted rescues from burning planes, ships, and houses; from automobile wrecks; from drownings both on the high seas and inland bodies of water; and for other situations where great courage is displayed.

HERE'S WHAT SecNav Inst. 1650.1B has to say regarding the standards that must be met to receive the medal. Bear in mind that in this

case, *United States Navy* means Navy and Marine Corps. The medal is "awarded to any person who, while serving in any capacity with the United States Navy, distinguishes himself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has issued a Letter of Commendation prior to 7 August 1942 for heroism.

To justify this decoration, the individual must have performed a voluntary act of heroism in the face of great danger . . . , and such as to

stand out distinctly above normal expectations. This award may be made for acts occurring during action with the enemy, provided they do not involve actual combat. For acts of lifesaving, or attempted lifesaving, its requirements parallel those of the highest Treasury Department award, the Gold Life Saving Medal, namely for extreme and heroic daring at the risk of one's own life.

"It is the Navy Department policy to award the Navy and Marine Corps Medal to Navy and Marine Corps personnel for heroic conduct in saving life, rather than recommending them to the Secretary of the Treasury for a Gold or Silver Life Saving Medal."

Before the existence of the Navy and Marine Corps Medal, Navymen were frequently recommended to the Treasury Department for lifesaving awards. The gold and silver Treasury Department Life Saving Medals have been authorized since 20 Jun 1874.

Although Bailey's action was given as a "typical" example of the kind of deed for which the medal is awarded, there have been some heroic performances that haven't been usual in any sense of the word.

Navy and Marine Corps Medal



TAKE THE EXAMPLE of two sailors attached to the U. S. Naval Security Group Activity at Bremerhaven, Germany. On 2 Dec 1961, Joseph J. Harrison, BM1, USN, and Leonard Weisensee, SK1, USN, were duck-hunting along the Weser River in the Bremerhaven area. Trying to retrieve a duck which had been downed about 50 feet from the shore, Weisensee stepped into a low-tide silted mudhole and began to sink. Harrison immediately tried to get to Weisensee to help him out of the hole. He too, stepped into the leading edge of the silted hole and started to sink. Through great effort, he was able to free himself. He then rushed back to the shore for the only gear

that was available—two wooden stools.

Well aware of the danger involved, he returned to the trapped man. He got as close to Weisensee as he could, placed the stools in the mud, removed his parka, and spread it on the mud. He then instructed Weisensee to bend forward and lay as much of his body as possible on the parka, while grasping its sides. Harrison then stood on the stools and attempted to pull the parka and Weisensee toward himself. By this time, Weisensee was chest-deep in the mud. The struggle went on for two hours. Displaying great physical endurance, Harrison was able to release Weisensee from the hole just

before darkness fell and the tide came in, flooding the area.

For his quick thinking and presence of mind, and for disregard of his own welfare to save the life of his shipmate, he was awarded the Navy and Marine Corps Medal.

OVER 3900 NAVY AND MARINE Corps Medals have been awarded since the medal was authorized on 7 Aug 1942. A bill which "provided for the issuance of a Sailor's Medal and a Marine's Medal . . ." was introduced in the House of Representatives on 19 Dec 1941. After review by the Navy Department, it was recommended that the name be changed to *Navy and Marine Corps Medal*.

When the bill became law, it contained a retroactive clause to include heroic deeds performed since 6 Dec 1941. Also, persons who had previously been awarded Secretary of the Navy letters of commendation for heroism were eligible for the medal.

The Navy and Marine Corps then had to secure an appropriate medal design. LCDR McClelland Barclay, USNR, submitted the design that was approved by the Navy and (as is required by law) the Commission of Fine Arts. LCDR Barclay was later killed in action off New Georgia Island in the Pacific.

The medal is an octagon (eight-sided figure) on which there is an eagle sitting on a foul anchor above a globe. The word HEROISM is at the bottom.

When an act of daring and heroism is performed that is considered to meet the requirements for the Navy and Marine Corps Medal, any officer may initiate action by submitting a letter through the chain of command to the Secretary of the Navy (Board of Decorations and Medals). Not more than three years may have passed since the act of heroism.

Recommendations must be based upon factual reports and, if possible, include indisputable testimony from two eyewitnesses. The report must contain a complete, concise description of the act and the status of the person at the time of the act. Enough detail should be included for the board to draw a conclusion.

Without a doubt, the men who wear the Navy and Marine Corps Medal can do so with great pride.

—Jim Lewis, JO2, USN.

Medals for Tiru Crewmen

One crewman from *uss Tiru* (SS 416), has received the Legion of Merit, and two others have been awarded Navy Commendation Medals following outstanding performance of duty and heroic action on board *Tiru*.

David J. McDonald, HM1, USN, received the Legion of Merit at the Pearl Harbor Submarine Base at the same time that James M. Wilson, ENCS, and Robert G. McNamara, Jr., EMC, received Navy Commendation Medals.

McDonald was awarded the LOM for outstanding performance of duty from 1 Sep 1961 to 30 Jun 1962. During this period, he carried out a very effective first aid training program on board *Tiru*. It paid off on 25 Jun 1962, when a malfunctioning torpedo caused smoke and toxic gases which overcame 18 crewmen in *Tiru's* after torpedo room.

McDonald led the first rescue

team into the smoking compartment and restored respiration to five unconscious men. Other crewmen, whom he had trained, revived the remaining men who had been overcome by smoke and fumes. McDonald then supervised the first-aid treatment of all 18 men. His instructions were so effective that all casualties were returned to duty within four days.

Chief Wilson and Chief McNamara received Commendation Medals for their part in the rescue. Proceeding to the compartment next to the damaged torpedo room, they took charge of rescue operations. After the submarine surfaced, they opened the door to the damaged room, even though they realized that this would endanger their own lives. During the rescue operations, both men became unconscious as a result of the toxic gases.

Both chiefs are veteran submariners.



David J. McDonald



J. Wilson and R. McNamara, Jr.



Rampant Raiders

OLD FRIENDSHIPS were renewed when Attack Squadron 212 flew aboard the carrier *uss Hancock* (CVA 19) for eight days of flight operations at sea off the coast of California.

The Rampant Raiders, as the Navy birdmen of VA-212 call themselves, had logged time aboard *Hancock* before, when the carrier had a tour of duty in WestPac. The Raiders are based at the Naval Air Station, Lemoore, Calif., but the 20 officers and 130 enlisted men of the squadron are part of the carrier's complement when *Hancock* goes on cruise.

The squadron, whose A4B *Skyhawks* are identified by a heraldic

lion painted on the side of the jet, went aboard *Hancock* for flight operations designed to keep the men and planes operating at top efficiency.

Top left: Tail hook is down as a Rampant Raider *Skyhawk* returns to carrier. *Top right:* Flight deck crew lines up a VA-212 jet on starboard cat of *Hancock*. *Right:* Raider pilot climbs aboard his mount. *Bottom right:* Pilots of Attack Squadron 212 receive briefing on the day's flight operations while at sea in Pacific waters. *Bottom left:* Floating field for Rampant Raiders, *Hancock* is replenished at sea.—Photos of VA-212 by B. W. Favero, AN, USN.



Mighty

KNOwn AS THE "mighty midgets of rescue and salvage," the small ARS auxiliaries of the Seventh Fleet have a job that could give much larger ships concern.

Their routine duties may include the recovery of lost ship anchors, landing craft sunk or grounded in amphibious operations, aircraft downed in coastal waters, or target buoys and target sleds sunk in gunnery practice. In addition, they can handle almost any other job that can be named.

Two examples of how these little ships pay their way may be found in the accounts of the recovery of over a million dollars worth of missile bodies from the wrecked merchant ship *ss Pioneer Muse*, and refloating the 13,000-ton *ss Dona Ourania* which went hard aground on Pocklington Reef, 250 miles from the nearest island in the South Pacific.

The first of these salvage efforts involved *Pioneer Muse*, a 560-foot, 20,000-ton Mariner class ship which was carrying government cargo to Okinawa when it hit the volcanic rock shore of the barren island of Kita Daito, 190 miles east of Okinawa, in the predawn hours of 9 Oct 1961.

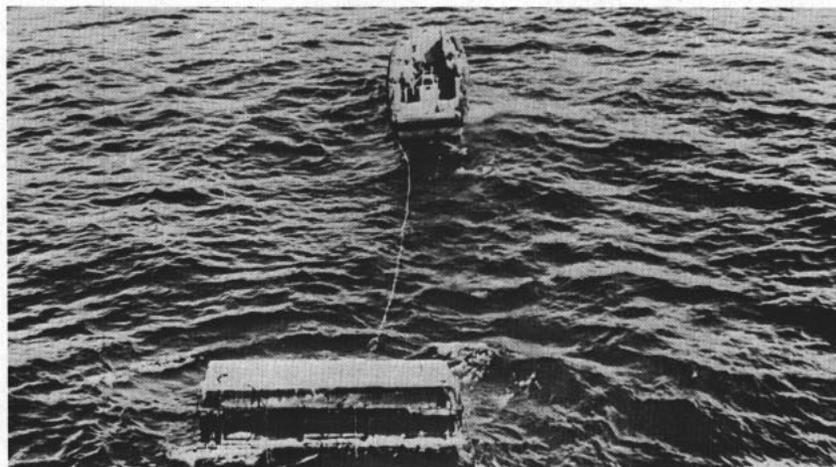
While helicopters from *uss Princeton* (LPH 5) were rescuing the 40-man crew, Commander Task Force 73 ordered *uss Conserver* (ARS 39) to the scene for any possible salvage operations. At the same time a salvage expert on the staff of CTF 73 headed for the scene in the fleet ocean tug *uss Munsee* (ATF 107).

By early morning of the 10th, *Pioneer Muse* had broken in half and the after section had washed up on the rocky beach. The last of the crew and the ship's captain were lifted aboard *Princeton*, which departed for Okinawa. Two Army tugs remained in the area for security until arrival of *Conserver* and *Munsee*. *Conserver* arrived late that night but had to wait for dawn on the 11th to get close enough for a boarding party to determine possibility of salvage of the ship or cargo. Their report confirmed their worst suspicions.

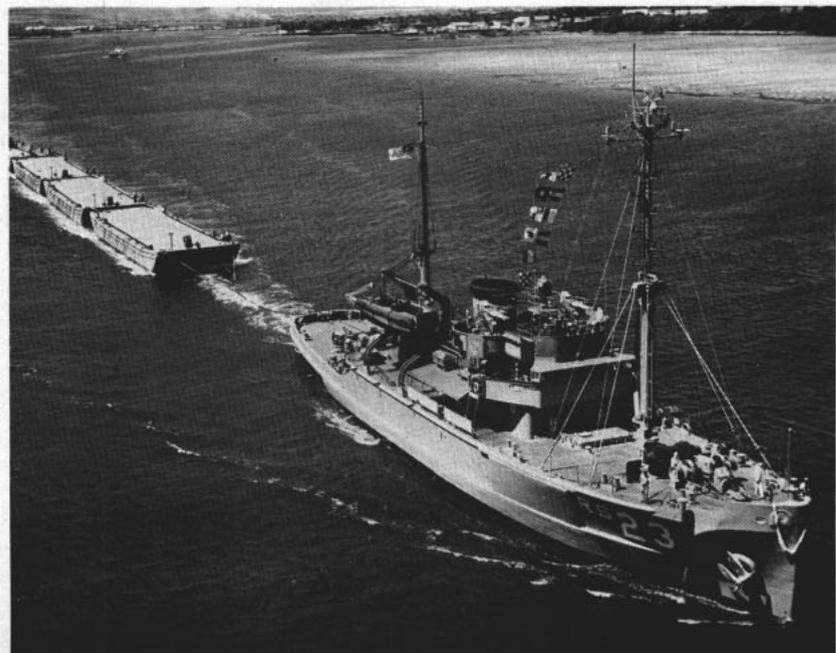
Although the bow section of the ship was still intact, resting on a rocky ledge that extended into the sea, it was heeled over 12 degrees on the starboard side, with all lower holds open to the sea and the bottom torn



ON THE ROCKS — *SS Pioneer Muse* with valuable cargo aboard sticks on reef. Below: Salvage team of *USS Conserver* (ARS 39) tows rescued cargo.



TOW TO TOW — Versatile *USS Deliver* (ARS 23) tows a string of barges.



Midgets of the Fleet

out for the first 50 feet. The after half of the ship had now been almost completely demolished by the heavy surf. There was no way to offload the cargo except by breeches buoy to the island, no electric power on the island, no road across the island to the small fishing pier two miles away, and no way to get boats alongside because of the shallow water and heavy surf.

MEANWHILE IT WAS learned that the government cargo in the ship included missile bodies valued at almost one and one-half million dollars, destined for the U. S. Army based on Okinawa.

CTF 73 directed the Navy salvage team to determine the best method of attempting recovery of the cargo.

Representatives of the ship's owner, as well as salvage and insurance company experts, inspected the wreck and decided that no commercial salvage efforts would be attempted.

On the other hand, the Navy salvage team's recommendation that the Navy attempt to offload the missile bodies was approved by COMSEVENTH FLEET.

The crew of *Conserver* rigged an emergency diesel generator and ran power to the winches in the number three hold to lift the missile containers to the main deck. Since the containers were watertight they were lowered into the sea, floated to *Conserver*, and hoisted aboard. Several of the missiles were loaded aboard the ship the first day. It took one day for the trip to Okinawa and back, another day to recover the remainder of the missiles.

FIRST WORD on the stranding of ss *Dona Ourania*, an 8000-ton merchant ship, came on 1 May. uss *Bolster* (ARS 38) was the salvage ship directed to make the rescue.

At the moment, *Bolster* was making a final port visit to Yokosuka, Japan, before heading for her home port of Pearl Harbor, Hawaii, after four months' operations in the Seventh Fleet. Her new orders meant a 10-day journey via Guam for refueling.

Bolster arrived at Pocklington Reef on 15 May. The salvage team decided that *Dona Ourania* could possibly be refloated, even though the

forward third of the ship was high and dry on the reef with six feet of daylight under the bow. However, because of the great depth of the water at the stern of the ship, normal methods could not be used to pull the ship off the reef. It would be necessary to risk blasting the coral rock from under the ship with explosives, with an alternate ship tugging the ship's stern back and forth.

The ship's crew had earlier been evacuated to Sydney, Australia, with only two salvage representatives left on board, making it necessary for the crew to return to operate the ship once she was afloat. The nearest spot to which the crew could be flown was Tulagi. *Bolster* made the 36-hour trip to Tulagi, picked up the ship's master and a 13-man skeleton crew, and returned to the reef.

A NAVY OILER, uss *Navasota* (AO 106), enroute to the Philippines from the annual Australian celebration of the Battle of the Coral Sea, was diverted to meet *Bolster* returning from Tulagi and replenish her with additional fuel and provisions.

One week from the day of *Bolster's* arrival, final preparations were made to refloat *Dona Ourania*. Temporary patching of the ship's bottom was finished, pumps were installed in the holds, the ship's engines were made operational and tested, towing lines were rigged, and everything was ready for the final blasting of the coral reef under the ship's bow.

The following day 14 explosive charges were fired, removing over 200 feet of coral from under the ship.

For three more days the divers put explosive charges in the reef. During the latter phases of the blasting the ship was wrenched back and forth by lines attached to *Bolster*.

There were many sharks in the area but they didn't bother the divers so the divers didn't bother them. The real danger was from the 600-pound giant groupers that lay waiting in caves down in the reef. They have a fondness for chewing with their yard-wide jaws.

On 27 May, *Dona Ourania* finally slid off the reef and slipped easily back into deep water.

With temporary patches on her bottom, the ripped bow isolated by watertight bulkheads, machinery and pumps operating, *Dona Ourania* was escorted by *Bolster* to Brisbane.

To make the salvage job complete, the *Bolster* salvage team put a radar reflector on the unmarked reef to warn ships to stay clear of danger.

THESE ARE BUT TWO of the many salvage jobs done by these small ships. There are eight in the Service Force of the Pacific Fleet, homeported at Pearl Harbor, Hawaii. Two operate in Task Force 73 of the Seventh Fleet rotating—after periods of four to five months—with their sister ships which meanwhile serve Pacific Fleet Forces in the middle and eastern Pacific. This includes such tasks as supporting Joint Task Force 8 in mid-Pacific nuclear tests, plus towing and salvage work on the U. S. Navy ships based on the continental west coast of the United States.

—By LT K. E. Vann, USN.

HEAVE HO — USS *Grasp* (ARS 24) helps to work Japanese ship off reef.



Surveying the Undersea

WHILE STREAMLINED ROCKETS probe ever farther into the mysteries of space, *USS Maury* (AGS 16) and *Serrano* (AGS 24) go quietly about their task of pioneering another vast frontier. It is their job to survey the undersea highways traveled by the ships of the world. Right now they are working in the Pacific-Indian Ocean area.

Although the crews of the oceanographic survey ships *Maury* and *Serrano* don't receive the recognition given to astronauts, they do have the satisfaction of knowing that their mission of charting the mountains and valleys beneath the sea provides invaluable knowledge to navigators.

Maury, *Serrano* and the two soundboats of *Maury* comprise Task Unit 73.8.1. Since May 1960 the task unit has been surveying the Gulf of Siam, and it began another survey season there in October 1962. During the 1960-1961 season *Maury* and *Serrano*, along with the two soundboats, completed 23,765 miles of sounding in the northern part of the Gulf. During the past year the task unit completed a total of 35,596 miles of sounding.

As survey ships, *Maury* and *Serrano* must be able to determine their precise positions and the depth of the water accurately and simultane-



THE HEART of *USS Maury's* surveying gear is her echo sounder.

ously. Each reading of position and depth is recorded on rough "boat sheets" in *Maury's* plotting shelter. After corrections for tide and draft of the ship, the information on the boat sheets is transferred to a smooth chart of the area being surveyed. This is sent to the U. S. Naval Oceanographic Office where cartographers make up the final charts for publication.

BY MEANS OF *Lorac*, a long-range accuracy position fixing system, *Maury* and *Serrano* are able to keep track of their exact positions while making ocean soundings. Three

beach stations are set up on the shore in the area where survey operations are to be performed. Radio signals from portable *Lorac* towers crisscross to "fix" accurately the positions of the ships at all times.

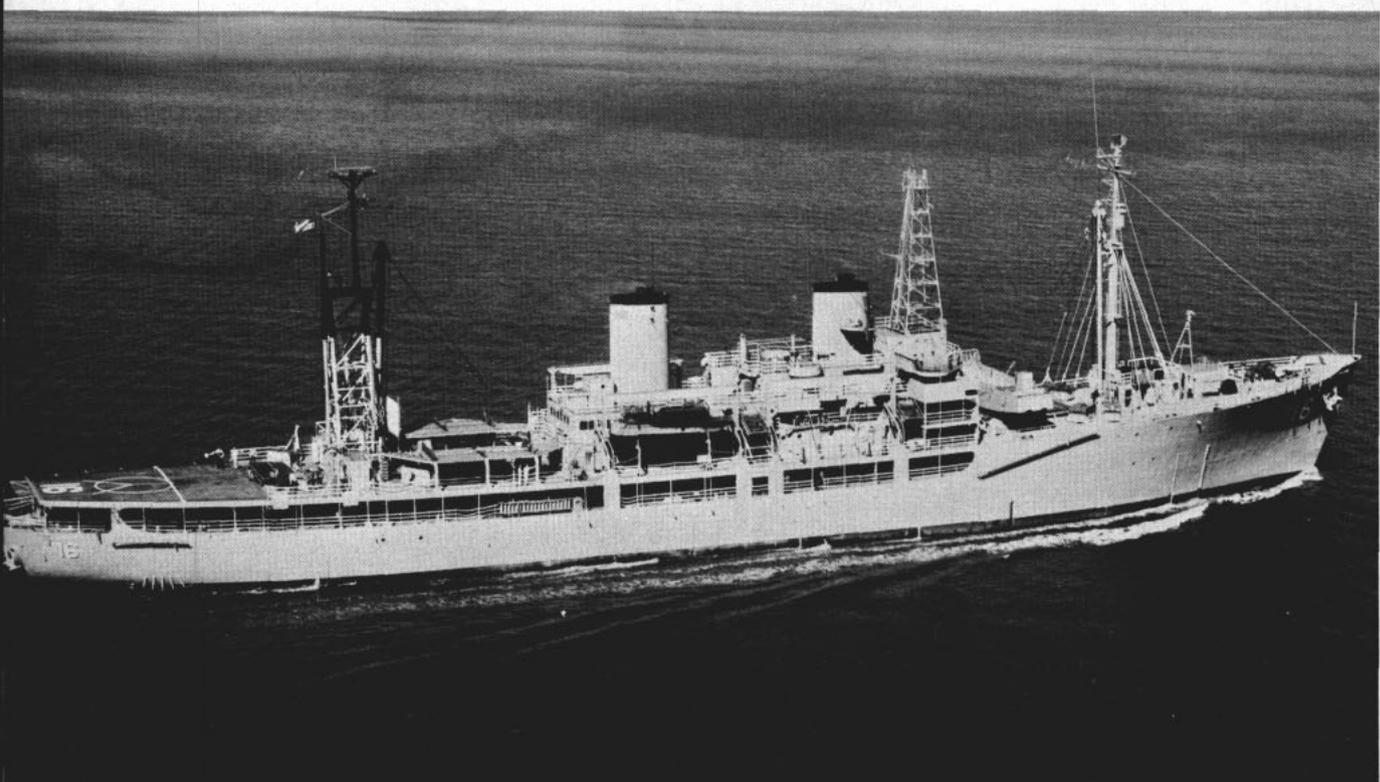
Soundings from *Maury* and *Serrano* are obtained by both deep and shallow water sounders. Transducers, which send these soundings, are installed in the ships' hulls. The fathometer bounces sound waves off the ocean floor and visually records their echoes in the form of depth measurements.

While *Maury* deals only with the hydrographic phase of oceanography, that is, the description of marine features which have special significance for navigation, *Serrano* is equipped to examine physical and chemical facts about the sea water and to study the organisms which live in the sea.

During the six-month season of the survey of the Gulf of Siam in 1961, *Serrano* spent two months conducting oceanographic operations in the Malacca Strait and Andaman Sea.

The two 52-foot soundboats of *Maury*, completely equipped with positioning and sounding equipment, greatly increase the capability of *Maury*—thanks to their ability to take soundings in very shallow water near

SEA SLEUTH — Oceanographic survey ship *USS Maury* (AGS 16) has been recording depths in the Pacific.



Highways

the coast. Each of the two boats displaces more than 30 tons, carries a crew of seven and is self-sustaining for a period of seven days.

PERSONNEL OF TASK UNIT 73.8.1 find themselves stationed in many different places while sounding operations are in progress. It takes a crew of seven to man each of the soundboats and four men (an electronics technician, engineman, hospital corpsman and seaman) are required to man each of the three beach stations where radio transmitters are located.

Maury also has a heavy-duty Marine helicopter with its Marine pilot and crew on loan from the Third Marine Division during the survey operations in the Gulf of Siam. Because of the impenetrable jungles in much of the area of the beach camps and radio tower locations, the helicopter provides the beach camps with supplies and lowers men with their equipment and tools to set up the radio towers in otherwise inaccessible places. The helicopter is also used to make aerial photographs of the area being surveyed.

Maury and *Serrano* make soundings in lanes at distances from 250 to 500 yards apart. The back-and-forth operation of surveying a large area often puts the ships within less than a mile of the shore, but they just turn seaward again, often spending 30 days at sea before going to Bangkok, the capital of Thailand.

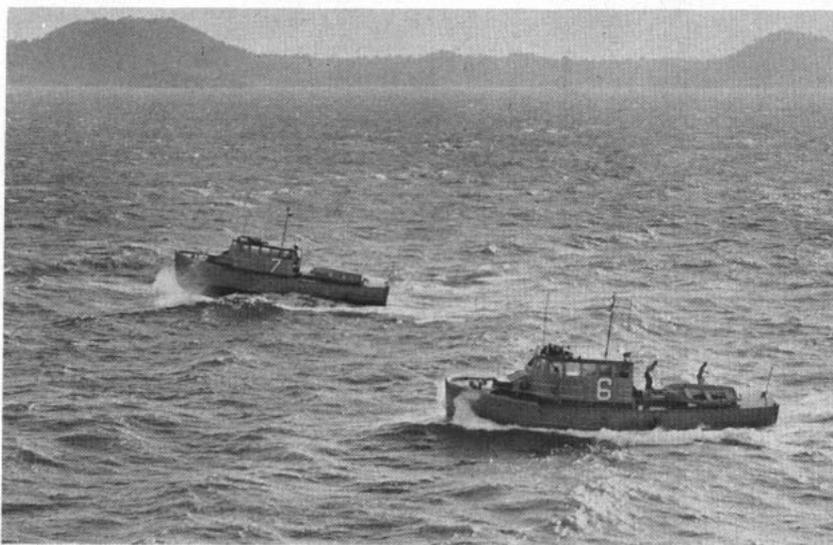
To record the survey operations permanently, *Maury* has complete photographic and printing facilities to produce charts, forms and other materials.

To relieve the monotony of the long weeks at sea, *Maury's* chaplain has instituted a ship's radio station with speakers throughout the ship. *Maury* now boasts the "coolest sounds in the Gulf of Siam." The station broadcasts 15 hours daily. Besides a world news program twice a day, a special program of music and comedy is aired each night over Station AGS, along with a program featuring interviews with the crew.

THE MEN OF THE task unit keep up an active People-to-People program while in Thailand and, in particular, on their port visits to Bang-

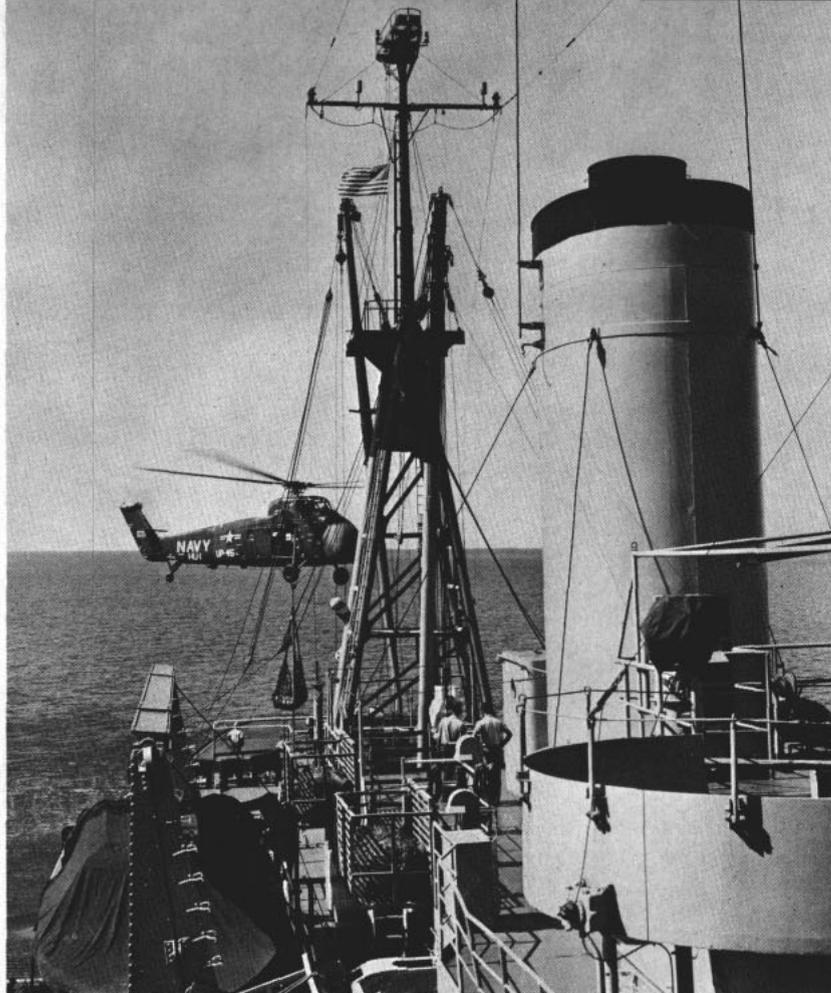


SOUND TRACK — Crew members of *USS Maury* plot ocean soundings and Lorac fixes. Below: Soundboats of *Maury* are used in shallow water.



USS SERRANO (AGS 24) has also been gathering info on Pacific waters.





SPECIAL DELIVERY — *Maury's* copter takes off with supplies for Lorac beach station. Copter is a necessity to reach these out-of-the-way spots.

kok. They donated more than 300 pints of blood to the hospital there last year and gave money to a Bangkok orphanage.

Upon its arrival at Bangkok in November 1962 to load for the start of the six-month survey operations, the task unit learned from the Ameri-

can ambassador of the devastation in Thailand in the wake of Typhoon *Harriet*, with more than 700 dead and 10,000 homeless. Immediately volunteering to assist, *Maury* delayed departure from Bangkok and loaded tons of rice, blankets, clothing and building materials, along with two

members of the Thai Department of the Interior, to supervise-relief operations. She carried this material to the stricken area for offloading by her ship's boats and helicopter, earning the heartfelt thanks of the grateful Thai government.

To further understanding of the United States by the Thai people, frequent guided tours of *Maury* and *Serrano* are given for the people of Bangkok when the ships are in port. *Maury* has welcomed on board His Royal Highness Crown Prince Vajiralongkarn and his sister, Her Highness Princess Ubolratana Rajkalya, along with 27 of their classmates. The royal party was conducted on a tour of the ship, shown cartoons, and presented with gifts.

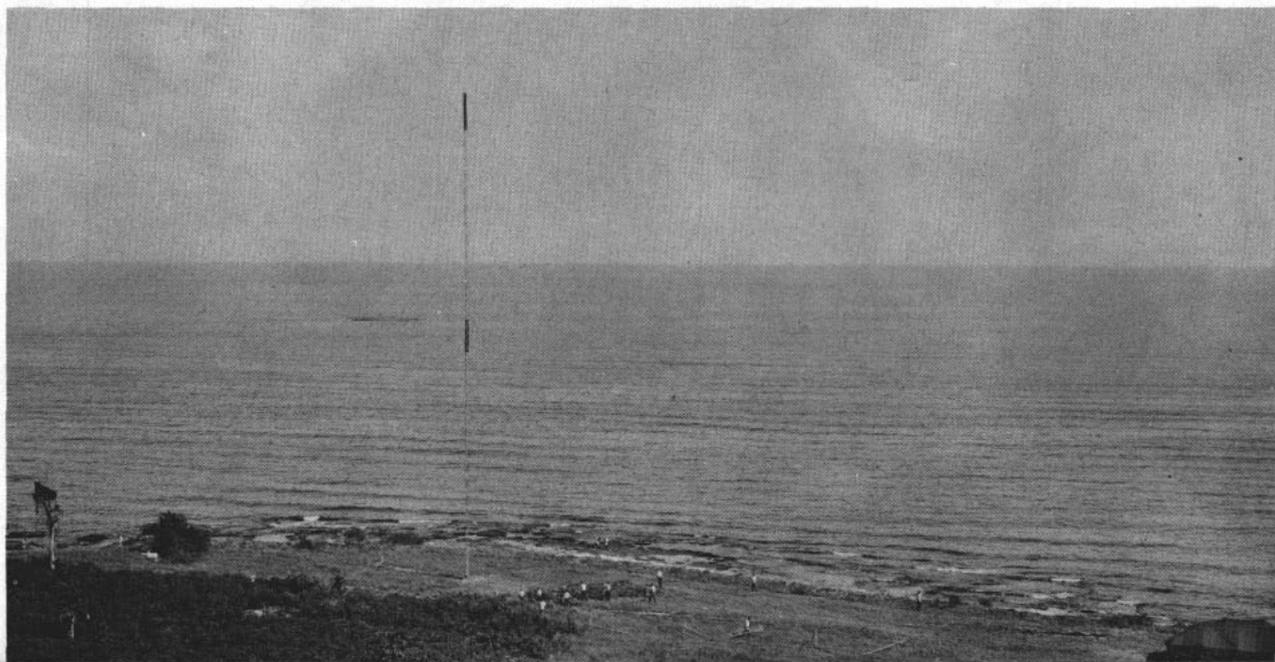
Personnel serving in *Maury* include 32 officers, 361 enlisted men and four civilians. Three of the civilian personnel are experts in hydrography and one is a specialist in *Lorac*. Two Thai liaison officers also have been attached to the ship for duty during work carried on in the Gulf.

The home port of both *Maury* and *Serrano* is Pearl Harbor. They are there for four months and on survey operations for the rest of the year. *Maury* and her sister ship *USS Tanner*, AGS 15, which is homeported at New York, are the only large oceanographic survey ships in the Navy.

Maury derives her name from Matthew Fontaine Maury, the American pioneer of hydrographic survey work. He was a "pathfinder of the seas" and the ship's emblem bears that same designation.

—Dean Walley, SA, USN.

ON STATION — It takes three *Lorac* beach camps like this to provide *Maury* with precise positioning.





ETs Rate an 'E'

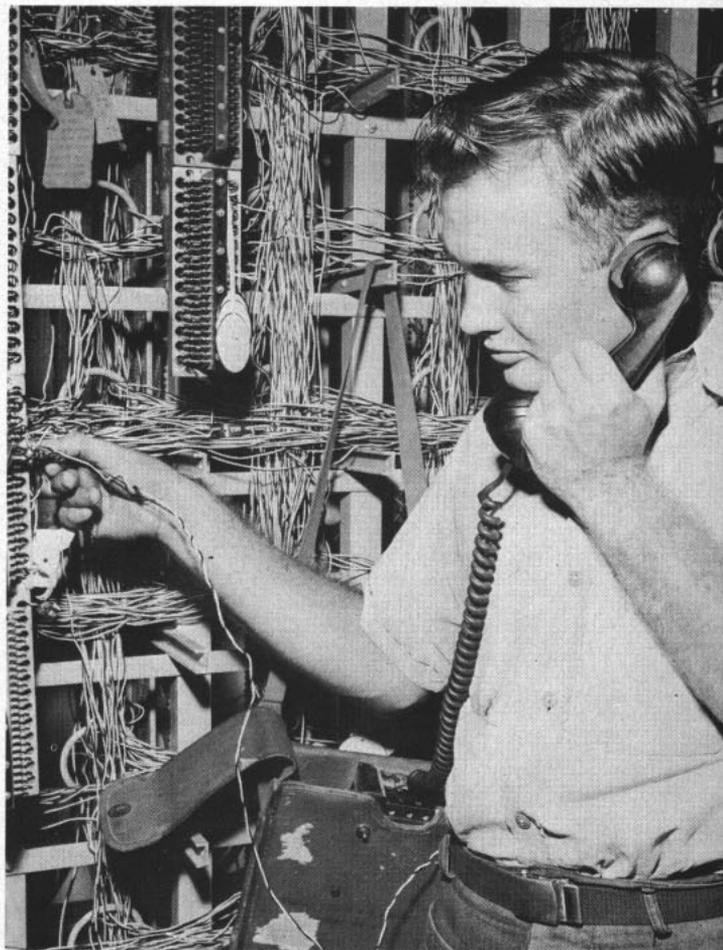
AT PUERTO RICO'S Roosevelt Roads, the U. S. Naval Station's ground electronic equipment complex offers a real challenge to Navy electronic technicians.

A maze of electronic equipment is located at the station's operations area, remote on-station sites, on the various tropical islands and on the highest peaks of Puerto Rico.

Typical installations are high-frequency, very high-frequency, and ultra-high-frequency transmitting and receiving sites, along with gunfire support training units, TACAN, direction finders, mobile FM radio equipment, test equipment and microwave links.

In the near future, these will be expanded to include surveillance and height-finding radars, "video link," repeaters and other equipment. The Naval Station's staff of highly trained technicians accepts this challenge of the Navy's electronic era with enthusiasm.

Clockwise from top left: (1) Blynn Gause, ETN3, USN, re-tunes teletype signal being received at the Roosevelt Roads Naval Station from the Naval Communications Station in San Juan. (2) Relays for telephones on the Naval Station and land lines connecting various points are tested by Frederick J. Rokosky, ETNSN, USN. (3) Ed Welch, ET1, USN, tests the fixed radio transmitter which provides inter-communications between the Hurricane Warning Center in Miami, Fla., VW-4 at Roosevelt Roads and all "Hurricane Hunter" aircraft in flight. (4) The TACAN monitor, located in the operations tower, is checked by Lawrence R. Williams, ETNSN (left), and Ronald A. Watkins, AC3, USN. TACAN provides pilots with a positive fix on aircraft's position in relation to station.





WAY OUT—DER on weather picket duty for TF-43 earns title of the 'loneliest ship in the Navy.'

On Picket Duty

The radar picket escort ship *USS Durant* (DER 389) recently returned to Pearl Harbor from several months' deployment to the Antarctic, where she served as weather picket ship for Operation Deep Freeze 63. While there she automatically qualified for designation as this year's "loneliest ship in the Navy."

Durant is the third member of Pearl Harbor-based Escort Squadron Five to participate in Deep Freeze as an ocean station vessel. *Wilhoite* (DER 397) patrolled the waters down under during Operation Deep Freeze 61, and *Vance* (DER 387) performed the same task in Deep Freeze 62 a year ago.

During her recently concluded deployment, *Durant* spent approximately four-fifths of each month plowing around on station in the notoriously rough Antarctic Ocean, halfway between Deep Freeze headquarters in Christchurch, New Zealand, and the advance research base at McMurdo Sound, Antarctica.

During one record-breaking stretch, for example, she completed

a 34-day period (including Christmas day) at sea, returned to her temporary home port, Dunedin, N. Z., for just six days, and then went right back out for another three weeks on patrol.

Vance did substantially the same thing last year—yet surprisingly, 24 Navy men who were aboard her for Deep Freeze 62 volunteered to return this year aboard *Durant*.

The answer, apparently, is Dunedin. With the exception of the Deep Freeze weather picket ship, which homeports there each year, Dunedin plays host to very few Navy vessels.

And brief as it is, Deep Freeze weather picketeers rate the liberty there "tops in the Fleet."

Dunedin offers much to the sailor with a little time on his hands. There are several excellent museums and other scenic attractions, of both scientific and historical interest, in the area. Amateur photographers find plenty of material, whether in one of the beautiful city parks or out among the green rolling moors that make up much of the surrounding country-

side. Special tours have been arranged to nearly every imaginable attraction New Zealand has to offer—from wool factories and mountain lakes to breweries and hydroelectric plants.

Hospitality doesn't end there, either. Bus service is free to the Navyman anywhere within the city, as are tickets to the weekly Saturday night dances. Friendly conversation can always be had in any of Dunedin's many restaurants and coffee houses. *Durant's* baseball and basketball teams got plenty of competition from local squads.

Durant was chosen for her Deep Freeze assignment because she is one of the most economical and best-equipped ships for ocean station duty.

Like other DERs, she was converted some years back from a World War II-type destroyer escort vessel. As a part of that conversion, she was equipped with modern air-search, height-finder and surface-search radar, plus improved communications facilities and sonar equipment.

Three key words—radar, communi-

cations and aerography—help sum up the bulk of *Durant's* Deep Freeze mission.

During the Antarctic summer months logistic flights are constantly made between Christchurch and McMurdo Sound. Enconced at her mid-point ocean station, *Durant* provided navigational aid and weather information to the aircraft ferrying supplies and equipment to the men on the ice. She was also available as a search and rescue vessel if any of those planes had been forced into the water.

In addition, a six-man weather team of aerographer's mates sent a helium-filled balloon aloft twice daily. Then the radar gang took over, maintaining contact with the balloon until it either broke or traveled out of range. Weather information received from an aluminum foil radar reflector and a radio transmitter attached to the balloon was first evaluated by the aerographers, then disseminated by the radio gang to Christchurch and other units participating in the operation.

That's pretty much how it went—but it's simpler said than done. During the long at-sea periods work was seldom easy, sometimes downright hard, and nearly always monotonous. Each week on station can seem more like a month, as the hours, both work and off-duty, add up and up.

Durant's welfare and recreation committee helped battle off-duty boredom by staging frequent bingo games and card tournaments, with prizes for the winners. All other proceeds went into a cruise book fund.

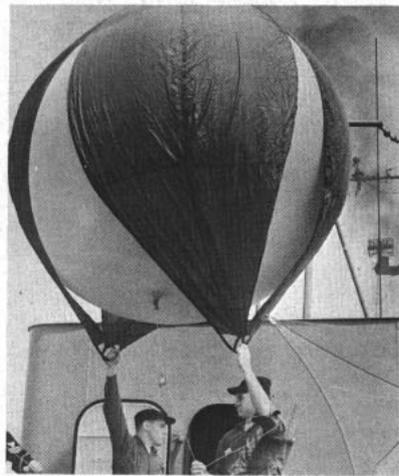


ANTARCTIC BOUND — *USS Durant* (DER 389) leaves tropical Pearl Harbor for Antarctic waters. Below: Deep Freeze men send up weather balloon.

There was, of course, the ship's library, and a nightly movie. And there were the usual letter-writing, bull sessions, and just plain rack time to help while away the time plus plenty of time to study for advancement in rate.

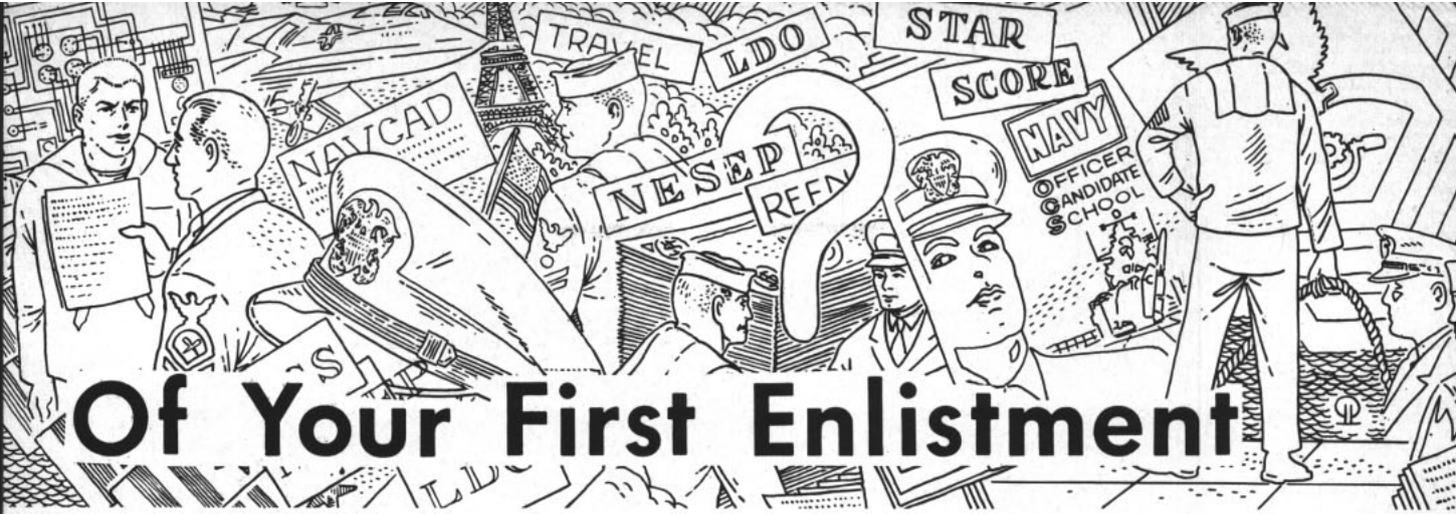
Each Sunday both Catholic and Protestant church services were conducted by appointed lay leaders. A wide selection of sermons, pre-recorded on tape by Navy chaplains, was carried aboard.

With the completion of the Deep Freeze assignment, every man aboard *Durant* became eligible for the Antarctic Service Medal and ribbon.



CLUB MEMBERS — *USS Wilhoite* (DER 397) and *USS Vance* (DER 387) have also earned the loneliest ship title.





Of Your First Enlistment

NOW, FOR THE OTHER SIDE of the picture. What are the advantages of shipping over? You probably heard of these in some detail, so we'll just brush over them lightly to make sure all points are covered.

In the first place, your career is assured for the next four or six years. You will be increasing your skills and learning more about an occupation you have already chosen. No more starting at the bottom of the ladder. If you are unhappy in your rate, now's the time to change—at no reduction in pay, as would be the case in civilian life.

Then, too, there is the reenlistment bonus—quite a substantial sum to tuck into your pocket in one chunk.

Proficiency pay is also another means by which your basic pay may be fattened. (Somewhat more than \$24,000,000 in pro pay is scheduled for fiscal year 1963.)

THEN THERE ARE the advantages that can come your way through becoming career designated—advanced Class "B" and, in some cases, "C" schools and other forms of training, which for many ratings and NECs can mean almost automatic promotion and proficiency pay. (To say nothing of the fact that such advanced schooling and training might well bring you to the skill level where you may some day command a really high salary in civilian industry.)

Then there is USAFI and the Tuition Aid Program. You may not be taking full advantage of these now but there's no reason why you shouldn't.

And, while we're on the subject of education and training, it might be well to give some thought to the Navy's nuclear power program. You'll find an outline of qualifications and schools in the January

1963 issue of ALL HANDS.

Have you thought of becoming an officer? There are billets for ambitious young men open at the Naval Academy, in the integration program, the limited duty officer program, the Medical Servicé Corps program, NavCad, and NESEP. If you have forgotten the details, NESEP offers a four-year college education (with pay at your current rating) leading to a commission. A nursing education program is also available for enlisted women.

If you are married, or planning to become so, medicare will relieve your budget of considerable strain. Ask any married shipmate how often he has had occasion to take the family to the local medical facility, then do some figuring.

HERE'S A MOST IMPORTANT factor—as a Navyman you will continue to serve in "an honored profession." Right now you may be taking that for granted, but it means a great deal, particularly when compared with a run-of-the-mill job which most men have to take when starting off. Satisfaction and respect (both self-respect and the respect of others) are important dividends that accrue to those who serve their country and their fellow men.

THERE ARE OTHER considerations also, considerations of a long range nature. At your age, you may not be deeply interested in the prospects of retirement, but you will be sooner or later. In civilian life you will be contributing to a company retirement plan, or setting aside a substantial amount of your pay check each month in an annuity.

The Navy, on the other hand, requires no contribution from you, yet provides a healthy monthly retirement check at a relatively early age.

Then there are the so-called

"fringe benefits," which individually are not too impressive but, in the aggregate, do much to make life more pleasant for you and your dependents. If you go out now, be prepared to say goodbye to the free or nearly free movies, to the library services, commissary privileges, Navy Exchange, the PO clubs, and free recreational gear and services.

ONE FINAL POINT deserves your most serious consideration. If you have acquired a technical rating in the Navy and hope, after your first four-year tour, to go on the outside and start pulling down a fabulous salary in a responsible position, you're going to be disappointed. Life isn't that simple. You will find that, despite your on-the-job training, you have only begun to learn the rudiments of your specialty. You really can't expect to have mastered the equivalent of an engineering degree in the four years you spent in the Navy.

On the other hand, if you are in one of the hot technical ratings such as any one of the electronic, communications or nuclear specialties, and if you decide to spend another four or six years in the Navy, the situation would be different. Obviously your experience would be worth more to you, and to your employer, whether it is in industry or in the Navy.

You will be paid a reasonably good salary while you continue to learn, and you will have a sound background in your specialty. The Navy hopes that by then you'll be sold on the service. If you aren't, you will be treated most respectfully by the personnel manager of any big-time organization. You can more or less write your own ticket instead of starting at the bottom all over again.

Think it over.

—Jerry McConnell, JO1, USN.

This Report Is for

THERE WAS A TIME when about the only career information the average Navyman could expect came from the ship's bos'n. It usually took the form of some terse advice to "shape up and heave around."

Sailors of that day didn't expect much more. After all, while the work was hard, life at sea was uncomplicated—there was plenty of interesting travel, and the pay and chow were good. There just didn't seem to be much more a man needed to know about the Navy career.

All that has changed. Sails have passed into history, and with them the uncomplicated life. We live in the era of the nuclear, supersonic, electronic Navy. What each man does affects those around him, and vice versa. Which brings up the point of this article.

First of all, the information in this report is intended for you—the career Navyman, who has *already* decided to remain in the Navy.

Today the Navy is in the position of competing with an affluent private economy for the services of skilled manpower. This is of concern to everyone in the naval establishment.

The problem at present centers primarily around the retention of Navy men completing their first enlistments. Here is how it affects you, and what you can do about it.

THE CHIEF OF NAVAL OPERATIONS stated not long ago (and he should know) that, of all the problems which confront the Navy today, the one which transcends all others in its ultimate importance is retention—the retention of highly qualified men for career service in the Navy.

The key words in CNO's statement concern retention of highly qualified men. No one is pretending that retention is a new problem—

with the exception of the period of the Korean conflict the Navy has been attempting to cope with this since the end of World War II. Until recently, however, under the lesser demands imposed by conventional propulsion and weaponry, it was able to maintain a high enough over-all retention rate to get by.

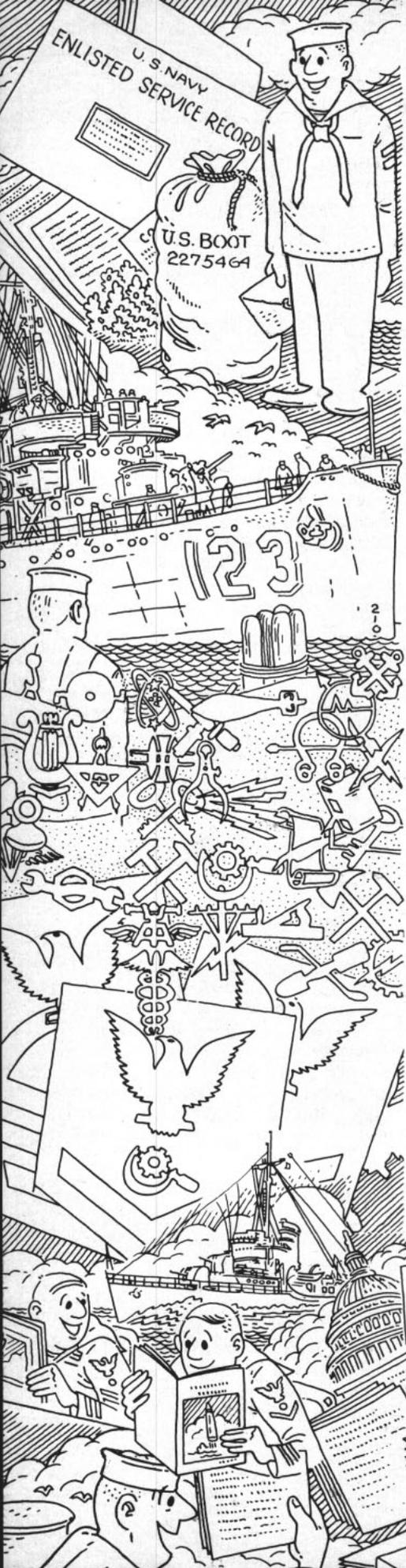
A high *over-all* retention rate just isn't good enough any more. The very technological advances which have increased the Navy's potential striking power have also served to magnify its personnel problems.

They have produced an ever-increasing demand for trained technicians. This has resulted in a comparable increase in the demand for "trainables"—first hitch men who have the necessary mental capacity to absorb the training this new hardware requires, and who are willing to obligate themselves for the necessary length of service.

MANY OF THESE MEN who will eventually operate and maintain much of the gear aboard a new *Polaris* submarine, for example, must undergo 42 months of classroom and on-the-job training. In other words, they must commence their schooling six months before the keel of that submarine is even laid.

The Navy can't afford to spend this kind of training on short timers. It must depend upon first-termers who agree to extend or reenlist. Yet in fiscal 1962, more than 47,000 young Navy men (a great many of whom were in the highly trainable category) left the service at the end of their first enlistment. These men represented an investment in training, pay and allowances of about \$670 million.

Consider the *Polaris* submarine again. Its blue and gold crews re-



the Career Navymen Only

quire a total of 32 electronics technicians, in contrast to diesel-driven subs, which carry but three ETs in their ships' companies and we're launching quite a few *Polaris* subs.

THIS IS NOT A PROBLEM of concern only to "someone in the Bureau."

The type of first-terms successfully retained today directly affects the type of shipmate you'll be serving alongside a few years from now. If too many first hitch men continue to leave, the Navy will be forced to lower recruiting standards. And lowered standards, if continued indefinitely, will affect your own safety and well-being.

You may be willing to admit that a serious problem exists. If, however, you're tempted to throw up your hands and say, "Well, what can we do? The Navy can't compete with private industry"—forget the whole thing.

In the first place, it just isn't so. The Navy can, and must, compete successfully for the services of these trainable young men. Secondly, the biggest trouble in the past has been the failure of the Navy to present effectively its own merits. It has a good product to sell—the military career—but hasn't made the most of it. It's been too modest.

The Navy expects the expanded format and more pinpointed direction of its new Career Information and Counseling Program to make up for many of these deficiencies.

Career counseling, in itself, is not new to the Navy. CATs (Career Appraisal Teams) have been a part of the scene for many years. The approach and scope of the current effort is new, however, and so is the emphasis placed on it from the very top.

It represents a sincere recognition

that people are the Navy's most important asset, and a frank admission that it hasn't been getting the word to its first-cruise men in the past.

Figures show that more than 85 per cent of Navymen with seven or more years of service make the Navy a career. First-cruise men are something else. Many aren't at all sure what they want to do, and most would welcome information which would help them make an intelligent decision.

IT IS AT THIS POINT that the Career Information and Counseling Program enters the picture. The program supplies the information and guidelines which selected representatives are supposed to supply.

The program is based primarily on a series of four interviews, carefully spaced throughout the four-year man's enlistment. Each of these interviews is a private, personalized, relaxed one-for-one session with the career counseling representative within the man's own division, and the representative could very well be you. He is usually a senior petty officer who knows the Navy, respects it, and is honestly convinced that it offers a good career. He knows, because he's been there himself.

The four interviews are:

Reporting Interview—Conducted when the man first reports aboard his ship or station from recruit training and/or Class "A" School.

First Progress Interview—Conducted upon completion of one year's service aboard a ship or station.

Second Progress Interview—Conducted at the three-year point in the man's first enlistment.

Reenlistment Interview—Conducted four to six months before the man's expiration of enlistment.

Each one has definite goals.

THE REPORTING INTERVIEW is designed to ease the transition from recruit to sailor. Its key purpose is to maintain the already high motivation with which the man normally reports aboard.

There are exceptions, of course, but the average lad fresh out of boot camp or school is bright-eyed and bushy-tailed, and ready to be the greatest sailor since John Paul Jones. The Navy's a mighty big wheel, however, and a young man new aboard ship can rapidly start feeling like a pretty small cog in that wheel. So, in this reporting interview, he's informed about the overall mission of his ship, and how the successful accomplishment of that mission fits into the big picture. He's also told how his job, and the way he handles it, will help accomplish that mission.

Moreover, if he's a really good man, he is or should be, a young man in a hurry to get ahead. He should get a push in that direction from this interview. He's told about NESEP, nuclear training, officer candidate programs. If he hasn't gone through high school, he's told how he can earn his diploma, also about USAFI courses, and the Navy's tuition aid program. He's queried about his interests and abilities, and, if possible, is aided in getting into a field which will yield the maximum return for both him and the Navy. And he's encouraged to start working immediately toward advancement.

OKAY, SO OUR YOUNG NAVYMAN has been given a good start in the right direction. Now, he's been aboard for a year, and it's time for some inventory-taking—through the first progress interview.

Is he doing well in his job? If not,



what's the problem? Has he been rated? If he has he rates encouragement to keep up the good work. If not, the reason should be ascertained, and he should be given another push towards working and studying for advancement. He is told about any further promotional and/or educational opportunities which may have opened up for him, and any benefits he is eligible for.

This is, essentially, a time for praise and encouragement if our boy is doing well; encouragement and help if he has problems; or, perhaps, a gentle nudge or two from behind if he's been shilly-shallying, to help him get back on the right track.

By the time the second progress interview comes due, our first-cruise Navyman is an old salt. At least he thinks so.

This is a crucial period, and an important interview. He may be happy in his job, and doing well at it; have progressed rapidly up the promotion ladder, and be interested in continuing to do so; and either be actively interested in reenlisting or at least have an open mind on the subject. If he is all of these, he is a real jewel—and as rare—and he rates any assistance and information he can be given.

THE CHANCES ARE GOOD, however, that only some of the above conditions will exist.

It's a good bet that he's no longer very bright-eyed and bushy-tailed, and an equally good bet that his motivation has worn a trifle thin.

This is the time the seavey-shorvey rotation system is discussed to help him realize that the Navy does have a career-oriented system designed to afford him an equitable amount of shore duty too.

If he feels that he has become stymied in his rate, he may be eligible now to move into a less crowded and quite possibly more rewarding field through the SCORE (Selective Conversion and Retention) Program. Or, he might be able to better his lot by taking advantage of the STAR (Selective Training and Retention) Program.

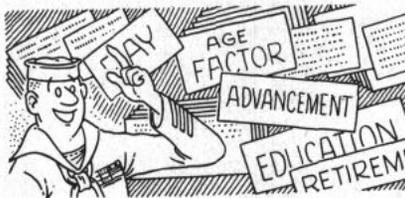
He may have become married by now—if so, the Navy provides a raft of benefits which are now available to him and his dependents, and he should be made aware of all of them.

The three interviews discussed in the preceding paragraphs are confined strictly to first-cruise men.

Reenlistment interviews, on the other hand, are conducted for all, including men already serving on their second or subsequent hitches. Most of the latter are careermen who have already decided to reenlist.

WHY WASTE TIME interviewing a careerman who is already sold? The Navy doesn't consider it a waste of time.

First, it wants to make certain he



really is sold, and still motivated—not merely looking just for the material returns. Next, it wants to furnish him more ammo if he needs it.

Second, the Navy has been for some time, and is now, engaged in an extensive program of research into the attitudes of its men, and the various factors which cause them to decide for or against a Navy career. Getting an accurate account of positive reasons for reenlisting is equally as important as the recording of the negative reasons of those who do not.

Third, just because the man has expressed his intention to reenlist is no reason to drop him flat, and to act as if he's of no further interest. The reenlistment interview provides an opportunity to furnish him with information he may not have, and which may help him to get off to an even better start on his new hitch.

Fourth, and most important, one of the underlying reasons affecting the reenlistment rate is that men going out tend to talk about it, usually at length, while men who stay in don't seem to feel that they need to speak up compellingly. (The satisfied Navyman, unfortunately, doesn't feel the need to talk, but the malcontent does—and loud.)

THE EMPHASIS in the reenlistment interview remains on the first-cruise man.



If a man is firmly opposed to reenlistment, his reasons may be real or fancied. He may have objective, factual reasons; he has been accepted in a school or college; is going home to help run the family business; has been offered and accepted a specific job.

If his reasons are valid he would no doubt be better off in civilian life—and the Navy says more power to him.

Most, however, are undecided. With some, their indecision is due simply to youth and lack of experience; with others it means that in their earlier life they never had to figure out what they wanted, and that they have had to face few responsibilities in life.

The man without a clear idea of what he wants probably doesn't know much about Navy or civilian benefits, or the possibilities open to him if he reenlists. This type of man may initially appear opposed to reenlistment by claiming some goal he does not really possess. For example, he is very likely to claim the goals of his buddies—going to college, or entering some business.

However, the typical first-termer is a man who enlisted in the Navy directly from school, with little or no actual civilian work experience. He thinks he will not enlist, but the chances are he has not thoroughly investigated the subject.

IT IS AT THIS POINT that your Navy background, and your maturity and experience, your own earlier personal experience with the same type of problem faced by the young man, is of inestimable value. If you are the kind of petty officer, or chief, or division officer, or department head that a young man knows and respects, your words will carry plenty of weight.

No one is trying to tell you what to say. But it is important for everyone to know what the situation is today and why you as a Navyman should speak up about the Navy.

However, if you are not thoroughly convinced or sold on a Navy career, do yourself a favor and don't try to convince someone else of its advantages. Nobody falls flatter than an uncertain or unwilling spokesman.

The career man can accomplish a great deal, merely by passing the good word.

—Jerry McConnell, JO1, USN.



PERUVIAN NAVAL ACADEMY student (left) and Ecuadorian midshipmen study USN tactics under exchange program.

Foreign Midshipmen See U.S.

A GROUP OF students from the naval academies of Chile, Peru, Ecuador and Brazil have taken a long look at the U. S. Navy during the winter months as participants in an exchange program between their countries and the United States.

The South American students, all outstanding men from their respective classes, were chosen on a basis of scholastic standing and general merit.

Chilean naval cadets Paul Balaresque and Sergio Martinez, and the two cadets from Ecuador, Pedro Cabezas and Ramiro Castro, arrived in the United States at the beginning of the year and spent their first month becoming familiar with naval ships and aircraft.

While they were visiting Norfolk they made flights on naval P2 aircraft and cruises in Norfolk-based destroyers. They also took part in many departmental activities on board *uss Wasp* (CVS 18) and observed operations of *Nautilus* (SSN 571) and ships of the Canadian Navy.

The Brazilian midshipmen Tuxaua Plinio Barcellos de Linhares and Luis Roberto Borges Pedroso also cruised on board *Wasp* and on *uss Samuel B. Roberts* (DD 823).

The Peruvian cadets, Cesar Cussianovich and Oscar Brain, observed aircraft carrier ASW operations on board *uss Lake Champlain* (CVS 39) and also had duty on board a

Norfolk-based destroyer and an Atlantic Coast submarine.

Cruises completed, all of the midshipmen went to the Naval Academy at Annapolis, Md., where they took part in school activities in order to compare the United States Naval Academy with the naval academies in their own countries.

During the northern hemisphere summer, outstanding midshipmen from the United States will be assigned to cruise with the navies of Chile, Peru, Ecuador and Brazil.



CHILEAN NAVAL Academy students receive plaque after observing ASW exercise with TG Bravo. Above: *Esmeralda* trains Chilean midshipmen.



LETTERS TO THE EDITOR

There's No Substitute for Gold, Yet

SIR: U. S. Navy Uniform Regulations (para. 0151) specifies gold lace grade stripes for the sleeves of an officer's blue coat. Stripes made of gold-colored nylon, which resembles the gold lace, are available commercially. The nylon is considered superior because it does not tarnish or peel.

Is the use of gold-colored nylon stripes authorized? If not at present, is the Navy considering its use?—D.S.K., LT (MSC), USNR.

• *The Uniform Board has considered the use of nylon braid as a substitute for gold lace, but has felt its appearance did not meet Navy uniform standards. As yet, the genuine gold luster has not been reproduced.*

However, official testing is under way in search for an acceptable substitute for gold lace. It is believed that a more durable—and less expensive—nylon or rayon braid material may soon be developed. But, until a satisfactory substitute is found, no changes in Uniform Regs concerning gold sleeve stripes should be anticipated.—ED.

Unmentioned Ships

SIR: I read your December 1962 issue of ALL HANDS with mixed emotions. Although your coverage of the Cuban crisis was good and I realize you can't mention everybody involved, I think you might have mentioned *uss Wallace L. Lind* (DD 703), *Brough* (DE 148), *Manley* (DD 940) and *Peterson* (DE 152).

These ships worked feverishly throughout the entire crisis in the general vicinity of the naval base. They were always available when needed.

The entire situation was nerve-racking to the crews and to the ships' officers. However, the men were ever alert and not once did I feel that morale dropped. We were there, we watched it all happen. Even before the crisis, we were on our toes.

Lind and *Brough* were in the escort unit for the evacuation convoy and the men in their crews spent many sleepless hours until the dependents were well out of danger.

I could write pages on our experiences but my purpose is only to call attention to these smaller ships at a time when the showboats seem to be remembered as being most praiseworthy.—N. J. S., RDSN, USN.

• *Thanks for your letter. As you recognized, there is only so much space available and we do our best to report*

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.

the story within our space limitations.

There are many ships and crews that pursue their duty with as much zeal as others, yet go unmentioned. But remember, we need your help in giving credit where credit is due. If your ship has accomplished something praiseworthy, let us know about it.—ED.

Texas "E" Awards

SIR: Reading in ALL HANDS about awards received by various ships reminds me of the year 1935 when *uss Texas* (BB 35) won 14 "Es" in gunnery. It makes me particularly proud because I was a member of one of the gun crews.

Maybe the ALL HANDS archives can tell me if *Texas* holds a record in this respect.—W. F. M., CWO, USN (Ret.).

• *Texas did indeed win 14 "Es" in short range battle practice completed 1 Oct 1935. The actual awards were made on 8 Nov 1935.*

Four of the awards were earned by the 14-inch gun crews. The other 10 were awarded to five-inch gun crews.

Advancement Date for E-8

SIR: I was selected for E-8 but learned, when I took my physical, that I had high blood pressure. My health in all other respects is good.

I am now in the hospital receiving medication and am under observation. The doctor says I will be here for four or five weeks.

I would like to know whether or not I will be advanced to E-8. If so, when will the promotion be effective?—Z. B. T., ATC, USN.

• *If you are found to be physically fit within six months of the time you were to be advanced, you don't have anything to worry about. Your date of advancement will be unchanged.*

If you are not found fit until after the six-month deadline, authority to advance you will have to be requested from the Chief of Naval Personnel.—ED.

There is no way of readily determining whether or not this is a record, since neither ALL HANDS nor the Naval History Division keeps a master list of such events. However, as you undoubtedly know, our readers play a mean game of "our ship is better than your ship," so watch this space.—ED.

What Ship Was It?

SIR: After 18 years, it's hard to remember some things clearly. I had some ideas as to the identification of the action in the photo on page 15 of the September 1962 ALL HANDS, but delayed writing because of uncertainty.

Now, having read the letters of William J. Lynch, HMC, and CDR Donald J. Moe, which appeared in the January 1963 ALL HANDS ("Was That My Ship?" p. 27), my memory has been sharpened.

It is my belief that the photo under discussion is of *uss Maury* (DD 401), as Chief Lynch described. Both *Maury* actions, as described by Chief Lynch and CDR Moe, were close together as to dates. I would not attempt to pinpoint the time factor.

My general quarters station on board *Maury* was amidships topside as damage control and repair officer. I distinctly remember the midship 20-mm gunner mentioned in CDR Moe's letter, for I wondered who would supply his mount when his magazine was empty, as the rest of the gun crew had departed to the starboard side of the ship.—Charles W. Starr, LT, USN (Ret.).

SIR: I believe that D. H. MacHaffie, CTC, could be correct in saying in the January 1963 ALL HANDS that *uss Ralph Talbot* (DD 390) was the ship in the picture that appeared in ALL HANDS last September.

I'll quote the following from *The Liberation of the Philippines*, Vol. XIII of *History of United States Naval Operations in World War II*, by Samuel Eliot Morison, RADM, USNR (Ret.) (referring to events of 15 Dec 1944):

"At 0800 Army Air Force planes arrived over the Mindoro beachhead to relieve the carrier-based aircraft, and Admiral Stump's unit, with Admiral Ruddock's group, started back to Leyte.

"Slow-tow convoy was still coming up. Twelve minutes later the kamikazes began to bore in. One, a torpedo plane, headed for the carrier group, when, about 300 yards on the starboard beam of *Ralph Talbot*, it disintegrated under

her aircraft fire and flaming wreckage struck her deck.

"A few minutes later a second plane made a gliding approach out of the sun and was knocked down by combat air patrol. At 0825 three more planes attacked. One came in low over the water through intense antiaircraft fire but escaped; two headed for escort carrier *Marcus Island*. The first, hit by machine gun fire, splashed about 20 feet on the carrier's starboard bow after striking a lookout platform with its wingtip and decapitating the lookout.

"The other, which 10 seconds later dove on her starboard quarter, met the same fate. Damage to the carrier was superficial. At 0900 three more planes approached; one was shot down by *Savo Island's* combat air patrol within sight of the ship, the others driven off. Forty minutes later, three more were shot down by ships' antiaircraft fire."—John A. Perry, QMQ1, USN (Ret.).

SIR: Re ALL HANDS, January 1963, page 27. I'm not positive, but if you check the war diary I believe you will identify the pictured destroyer as USS *Sterett* (DD 407)—Francis J. Blouin, RADM, USN, COMPHIBGROUP 1.

• The ships in the World War II action scene pictured in the September 1962 ALL HANDS, and again in the January 1963 issue, are still, as far as we're concerned, unidentified.

This much we are certain of: Two ships, a destroyer and a carrier, are engaged in antiaircraft action. This is obvious to anyone who's seen the picture.

Since similar scenes could have, and probably did, take place many times in many places during World War II, we have to rely on the caption information of this particular picture for identification. The caption reads as follows: "With the air filled with smoke and bursts of antiaircraft fire from American guns, a Japanese dive bomber crashes into the sea astern of the destroyer that brought it down. Note the aircraft carrier at the right of the photo. This action took place December 15, south of Luzon in the Philippines."

Was the destroyer involved *Maury*, which is the belief of Chief Lynch, CDR Moe, and LT Starr, who were on board *Maury* when she was involved in just such a battle? Was it Ralph Talbot, first suggested by Chief MacHaffie, now seconded by John Perry, with an assist from the history books of RADM Morison? Or was it *Sterett*, as suggested by RADM Blouin?

As the plot thickened, ALL HANDS researchers began to believe they had a real mystery on their hands.

The silhouette of the destroyer in the picture was compared with those of *Maury*, *Sterett* and Ralph Talbot. No conclusion. It could have been any one of them, when you take into consideration such items as camera angle, dis-



GOING BYE-BYE — Robert W. Bashaw, PR2, USN, a member of VX-6's Para-Rescue Team, begins 10,000-foot jump over McMurdo Station, Antarctica.

tance, and the general silhouette.

Next, we combined what's already been said with some new information.

Sterett, according to her war history, was indeed in the Philippines on 15 Dec 1944. But the caption information "south of Luzon" could eliminate her. *Sterett* was at San Pedro, Leyte Island, from 13 to 27 December.

The *Maury* action described by Chief Lynch and CDR Moe has a date discrepancy, although, to borrow a phrase from LT Starr, after 18 years it's understandably difficult to remember some things clearly.

Chief Lynch tells us the destroyer in the mystery picture has the same silhouette as *Maury*, and the scene reminded him of an action the ship had in 1944, although the exact location escaped him. The approach of a kamikaze was described by the Chief, as it was shot down, where it crashed and exploded about 50 yards aft and a bit to the port side of *Maury's* fantail. In the picture, the crash of an aircraft in about the same relative position described by the Chief is apparent.

What appears to be the same *Maury*

action was briefly described by CDR Moe. He said it happened south of Luzon in January 1945.

Ralph Talbot, wrote Chief MacHaffie, shot down an enemy plane in the Sulu Sea on 15 Dec 1944 in an action that looked very much like that pictured. The Sulu Sea is south of Luzon.

RADM Morison recorded that Ralph Talbot, on 15 Dec 1944, was operating near Mindoro, which is closer to Luzon than Leyte, and, geographically, more precisely south of Luzon. But the aircraft shot down by Ralph Talbot, according to RADM Morison, "disintegrated . . . and struck her deck" after approaching from the starboard beam. In the picture, the splash is port-astern. However, with due respect to all concerned, the majority of the wreckage could have missed the ship and made the splash, with some of it hitting her deck.

The location of Ralph Talbot on 15 Dec 1944 and the antiaircraft action in which she participated indicates that she could be the ship in the picture.

To sum up—we still don't know. But it makes a good story.—Ed.



REPRESENTATIVES of three generations and four classes of destroyers rest alongside the repair ship USS *Markab* (AR 23) in Subic Bay, P. I.

Seavey—Comments, Questions and Suggestions

SIR: This is the first time I've written to ALL HANDS magazine, but after reading P. W. R.'s letter in the January 1963 issue, I couldn't help myself. It seems to me that we've had enough gripes about Seavey/Shorvey rotation from people in Group V ratings, P. W. R., in particular.

In my present billet as administrative yeoman, Navy recruiting station, Seattle, I am continually in contact with Navy-men reporting for duty—usually from a six- to eight-year continuous sea tour. It's rather strange, but I have never heard any of these sailors complain about sea duty and I have never yet met a YN who has spent six to eight years on continuous sea duty (not preferred), unless he specifically requested it.

I think that the next time a YN decides he is being mistreated in this man's Navy, he'd better look around a second time before he forwards his gripes for publication.

Until something better comes along, I think that Seavey/Shorvey is the best all-around answer to proper personnel distribution.

By the way, I have a buddy in the Bureau too. I hear from him and his family every Christmas.—C. B. T., YN2(SS), USN.

SIR: I am surprised and a little disillusioned that you would take the opportunity to berate and editorially whip-lash a reader (P. W. R., YN2) who was seeking factual information and the truth regarding Seavey/Shorvey.

Though criticism is sometimes thoughtless and hurts our pride, we must learn to accept it objectively and

with dignity. Attaining this positive attitude ensures respect. Even ALL HANDS must be interested in qualifying.—J.W., PNC, USN.

SIR: This concerns the letter about Seavey/Shorvey written by P. W. R., YN2, USN, in the January 1963 ALL HANDS.

First, let me say that being a store-keeper, I have very choice rotation time on Seavey/Shorvey, spending some 36 to 48 months at sea for 24 months ashore. This is as good as or better than most other ratings.

I feel that P. W. R. does not truly appreciate his favorable position. In all his seven years in the Navy, has he never had the pleasure of being acquainted with a gunner's mate, ship's serviceman, or boilerman? He must have known a few. And if he has, he should realize that rotation from sea to shore for his own rating is much more frequent than it is for those ratings. He and I should have no gripes about rotation time or assignments.

Also, I wonder if he would have the Navy move the entire yeoman rating west of the Mississippi?—F. R. G., SK1, USN.

SIR: I don't know exactly how Seavey/Shorvey is working for other ratings in the Navy, but I do know how it works for those in the engineering ratings. If P. W. R. thinks he has a gripe coming, he should talk to some of the first class and chief petty officers aboard his ship. I came to sea in January 1955 and I consider myself a boot as far as sea duty is concerned. Some of my pred-

ecessors put in 10 to 14 consecutive years at sea.

I have thoroughly enjoyed my sea duty and have served on board some mighty fine ships of the Fleet. I'll wait for my turn to go to shore duty, and when I go ashore I'll be looking seaward, waiting for the day I return to shipboard duty.

I'm sure you've heard this before, but I feel that ships were made for sea, and sailors were made to sail them.—H. R. J., BRC, USN.

SIR: In reference to your January 1963 issue, and the letter regarding Seavey/Shorvey written by P. W. R., YN2, USN, I should like to make a few comments.

First: The Seavey assignment people's answer explaining why P. W. R. was assigned to the East Coast rather than his choices, was fine up to the point where they stated: "At that time, there was no need for a YN in Long Beach or on the West Coast." I cannot believe that at any time during the year (or during the lifetime of the Navy) that a YN has not been needed on the West Coast.

Second: It has been my understanding that a person who "... should be well versed in the contents of the *Enlisted Transfer Manual*" is a personnel man and not a yeoman. I believe YNs should be well versed on personnel matters regarding officers, not enlisted men. However, I will admit that most YNs do try to stay abreast of personnel matters concerning enlisted men.

Third: I should like to add my personal feelings towards assignment to schools such as YN "B" school. If they were trying to honor individual duty preferences and if they knew that upon graduation it would have practically been a certainty that his ultimate assignment would have been the Pacific Fleet, I feel that they should have assigned him to YN "B" school. This would, as everyone says, have been a benefit to both the individual and the Navy. It seems to me they are disregarding the fact that he *has* put in a request for this particular school, even though it was not his first choice of duty or his reason for reenlisting.—R. L. S.

SIR: This letter is not concerned with the merits of your reply to P. W. R., YN2, USN, in the January 1963 issue of ALL HANDS. However, I would like to take issue with your closing sentence.

The closing sentence stated, "As for that 'buddy in the Bureau' bit, we'd like to point out that most of the officers and enlisted Navymen assigned to duty in this Bureau work within shouting distance of the Seavey/Shorvey detailers, and many are good friends of theirs (outside working hours)—yet the majority of them wind up with orders to shipboard-type sea duty when their tours at BuPers are over."

LOOKING GOOD—Charleston-based destroyer USS *Manley* (DD 940), proud owner of a Battle Efficiency 'E' for '62, steams through Atlantic waters.



The inference in this statement, that they get no special consideration and must return to sea duty, is that somehow shipboard-type duty is not the most desirable duty. Nothing could be further from the truth, and I hope this inference was unintentional. The United States Navy exists to apply the force of sea-power in the defense of our country. And going to sea on board one of our ships requires the highest type of dedication and competence. It should be looked upon as the most desirable duty to aspire to and an honor to achieve, not one to be accepted uncomplainingly as part of the breaks of the game.—CDR H. R. T., USN.

• And away we go. These letters went to the Seavey assignment section in BuPers and here's what Seavey has to say:

"We're naturally happy to see the concurring letters. Here are some comments on the remainder.

"J. C. W.—It appears that he doesn't feel we should defend our assignment system. We would agree with him if we felt that P. W. R. were actually seeking factual information. Actually, P. W. R.'s letter is beautifully answered by C. B. T., YN2(SS).

"R. L. S.—It is not a case of a need for a YN on the West Coast. We agree that there is always a need for additional personnel; however, if 100 YNs are needed in the Atlantic and 10 YNs are needed in the Pacific, where should the man go? It's pretty obvious that the sensible place to send him is the Atlantic.

"Also, a YN should be well versed in the Enlisted Transfer Manual if he expects to do his job properly and correctly.

"CDR H. R. T.—We agree with you whole-heartedly."

We would like to say that we too, agree with the Commander. It may have been that we were so interested in making our point that we overlooked the possible inference of that last sentence.

It might be said at this point that we believe the attitude shown in the letters of the Commander, C. B. T., and H. R. J., is the key to the whole matter.

The people in Seavey/Shorvey assignment do the best job possible within the framework of the Seavey/Shorvey system and believe it is the best personnel distribution method devised to this date.—ED.

Gold on Blue Jumper

SIR: Are petty officers who are eligible to wear gold service stripes and rating badge authorized or required to wear them on the undress blue jumper?

I have seen this done but I am unable to determine whether or not it is proper.

Article 0767 of *Uniform Regulations* (NavPers 15665, Rev. 59) states in part: "Service stripes and eligibility requirements for these stripes are the same



TARGET TUGGING—Fleet ocean tug USS Nipmuc (ATF 157) tows a surface gunnery target so Atlantic Fleet gunners can sharpen their shooting.

as prescribed for chief petty officers except that only petty officers shall be eligible to wear gold service stripes (and rating badge)."

This is understandable, of course, except that chief petty officers don't wear undress blue jumpers.

The answer to an inquiry similar to mine in the August 1961 issue of *ALL HANDS* stated: "In the meantime, if you rate gold, you had better wear it. It is required whenever you wear the service dress blue uniform."—R.D.R., YN2, USN.

• A clarifying change to "*Uniform Regulations*" will be made with change No. 2, which requires wearing gold service stripes on the dress blue jumper only.

Scarlet chevrons and scarlet service stripes are prescribed for the blue undress jumper.—ED.



TAKING TO WATER—Guided missile destroyer USS Waddell (DDG 24) slides down ways at Seattle, Wash.

Porter Class Destroyers

SIR: Several times during the past few years, I have come across references to a class of destroyers which mounted eight 5-inch guns in four mounts (two forward and two aft), and carried two racks of four torpedo tubes each. Some of these destroyers also sported catapult aircraft.

However, I have been unable to find reference to these DDs in any publication.

Could you tell me, once and for all, if there was such a class of destroyers? If so, what was the name of the class and what were its specifications?—R. B. W., JOSN, USN.

• Although we are unable to find evidence of any one class of destroyers that fits your description, there are two classes that bear certain similarities to the one you mentioned.

The Porter class destroyers, authorized in 1933, had 5-inch/38-caliber guns mounted in two twin mounts forward and two aft. They also mounted two 21-inch quadruple torpedo tubes. Ships of this class were 381 feet long, had a 37-foot beam, and displaced 2850 tons full load. They carried a crew of 15 officers and 225 men. USS Porter (DD 356) was commissioned in August 1936.

Five-inch/51-caliber guns were carried aboard DDs 231 to 235. However, the 5-inch/38s in four twin mounts were characteristic of only the Porter class.

As for the catapult aircraft, USS Halford (DD 480) and five other Fletcher class destroyers were experimentally equipped with cruiser catapults and scout observation planes which were mounted on the deckhouse aft of number two stack. Halford's catapult was later replaced with a 5-inch/38-caliber gun mount and a quadruple 40mm anti-aircraft gun our source states.—Ed.



PROUD SHIP — Crew members of USS *Joseph K. Taussig* (DE 1030) have very good reason to brag a little, as they hold three 'E' awards.

More Destroyers Refuel

SIR: In reply to questions concerning the destroyer-to-destroyer refueling between *uss Charles S. Sperry* (DD 697) and *Blandy* (DD 943), perhaps this explanation will help:

The refueling, entirely experimental, was designed to determine if in an emergency situation, one destroyer could successfully refuel another; therefore, the equipment used had to be the normal equipment of the ships concerned.

Sperry provided a length of old two-and-one-half-inch fire hose through which *Blandy* pumped 1700 gallons of oil at a rate of between 80 and 100 gallons per minute with her fuel oil transfer pumps. At this rate *Sperry* could receive enough fuel to sustain her for several more hours when operating at her most economical speed.

After refueling, the old hose was washed with salt water and again returned to its normal use. If the destroyer-to-destroyer fueling becomes normal procedure, a rubber fueling hose should be used.—CDR R. K. S. Cole, USN, Commanding Officer, *uss Charles S. Sperry* (DD 697).

• Thank you, Sir, for answering the questions we voiced in the Letters to the Editor Section when this subject was first raised back in November 1962.

As we have learned to expect, a sizable number of letters were received from men who had seen it done before.

Here are summaries of some of the comments:

SIR: *uss Eberle* (DD 430) fueled *uss Herbert* (then DD 160) on a typical North Atlantic day during the winter of 1941-42. The astern method was used with an old-fashioned linen one-and-

one-half-inch fire hose which leaked profusely.

The operation became known as "shooting the sherbert to the Herbert."—F. L. Edwards, CAPT, USN.

SIR: *uss Beale* (DD 471) was refueled by *uss Eaton* (DD 510) in the fall of 1954. I don't recall what kind of rig we used. I am certain we didn't use a fire hose.

The thing I remember most vividly was a moonbow (same as a rainbow only white) which was produced by the moon shining through a rain squall.

It ended on *Eaton* and, sure enough,

USAF Good Conduct Medal

SIR: From 1952 until 1956, I served with the U. S. Air Force, receiving an Air Force Good Conduct Medal. I have been a member of the U. S. Navy since 1960 and am now eligible for a Navy Good Conduct Medal.

May I wear both the Air Force and the Navy Good Conduct Medals, or should I wear only the Navy Good Conduct Medal and a star?—B.R.H., AK3, USN.

• In accordance with "Navy Uniform Regulations," you are authorized to wear both the Air Force and Navy Good Conduct Medals on your Navy uniform. A star worn on the Navy Good Conduct Medal indicates a second award of the Navy Good Conduct Medal only. Since you are now serving with the U. S. Navy, the Navy Good Conduct Medal takes precedence over the Air Force Medal.—Ed.

she was sitting on a pot of black gold.—Steven G. Zerkich, SM1, USN.

SIR: As early as 1955 *DesDiv* 92 (later *DesDiv* 232) made it a regular practice. *uss Brush* (DD 745), *Maddox* (DD 731) and *Samuel N. Moore* (DD 747) would refuel from *Herbert J. Thomas* (DDR 833).—Billy D. Smith, RDCA, USN.

SIR: *uss Forrest Sherman* (DD 931) transferred approximately 25,000 gallons of oil to another destroyer in less than an hour. It was done through the use of defueling hose carried as standard equipment on *Sherman* class destroyers.—T. F. Fallon, LT, USN.

SIR: *uss Ernest G. Small* (DDR 838) refueled *Harry E. Hubbard* (DD 748) during the summer of 1960. We gathered hose from all over *DesRon* 13 and the BMs made the granddaddy of all jury rigs.

The pumps on a *Gearing* class destroyer are made for anything but ship-to-ship refueling and the transfer took a lengthy time.—S. H. McCutchen, IC2, USN.

• As shown by the foregoing, destroyer-to-destroyer refueling has been done. However, permit us to interject one small note of skepticism. Twenty five thousand gallons of oil? In one hour? Standard equipment? Stand by for a blow, Lieutenant.—Ed.

Slingshot Shot Down

SIR: In the December 1962 ALL HANDS a picture on page 47, according to its caption, is of an A4D-2 *Skyhawk*. Looks to me like an F2H *Banshee*—either an F2H 2, 3 or 4. Exactly which modification it is I'm not sure, but I'm certain of one thing, it is not an A4D-2.—Harry R. Stewart, LCPL, USMC, FPO, San Francisco.

SIR: The picture which accompanies your slingshot catapult article on page 47 of the December issue is incorrectly captioned. We would like to inform you that the picture is of an F2H *Banshee*, not an A4D-2 *Skyhawk* as you indicated.—L. F. Werner, AE3; R. F. Dockery, AE1; NAF Monterey, Calif.

SIR: Three cheers for the RE-1 Slingshot. But the "A4D-2 *Skyhawk*" that accompanies your slingshot report in the December issue looks suspiciously like an F2H *Banshee*.—ENS P. B. Loomis, *uss Saratoga*.

SIR: While reading the December ALL HANDS I saw a rather interesting sight. An aircraft of the F2H *Banshee* type was about to be slingshotted off a runway. The caption, however, said the jet was an A4D-2 *Skyhawk*.—ENS John R. Haddick, Pensacola, Fla.

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 Hornet* (CV 8, CV 12)—All who served on board are invited to attend the 15th annual reunion to be held at the Mayflower Hotel, Washington, D. C., on 21, 22 and 23 June. For further information, write to Tom Prophet, 518 Sixth St., Annapolis, Md.

- *uss Nevada* (BB 36)—The 10th annual reunion is scheduled for Long Beach, Calif., on 26 October. For details, write to Frank Slavin, 214 Termino Avenue, Long Beach, Calif.

- *64th Seabees*—The fourth annual reunion is scheduled to be held at the New Monteleone Hotel, New Orleans, La., on 9, 10 and 11 August. For further information, write to Mitchel E. Boe, 1615 Homer St., Metairie, La.

- *uss Briareus* (AR 12)—Another reunion is being planned for crew members who served on board from November 1943 to November 1946. You may obtain additional information by writing to Robert H. Amos, 27 Winthrop Rd., Somerset, N. J.

- *uss Philadelphia* (CL 41)—All crew members who are interested in holding a reunion, with time and place to be decided, may write to Frank J. Amoroso, 93 Dunbar St., Somerset, N. J.

- *uss Chanticleer* (ASR 7)—A reunion of the World War II crew will be held on 3 August. For more details, write to LCDR Paul C. Cottrell, usn, (Ret), 3706 Walnut Ave., Long Beach, Calif.

- *uss Claxton* (DD 571)—The sixth reunion of World War II veterans will be held at the Statler Hilton Hotel, Washington, D. C., 30 August-1 September. For more information, write to James G. Bowler, 6355 Columbia Ave., Philadelphia 51, Pa.

- *82nd Seabees*—The 17th annual reunion will be held on 30-31 August, at the Outrigger Inn, St. Petersburg, Fla. Details may be obtained from James Greenwood, RFD 1, Box 44B, Forked River, N. J.

- *104th Seabees*—The fourth annual reunion will be held at the Pick-Carter Hotel, Cleveland, Ohio, on 9-10 August. For more information, write to J. C. McC arson, P. O. Box 9314, Olmsted Falls 38, Ohio.

- *VPB 104*—All who served in Patrol Bombing Squadron 104 during World War II who are interested in holding a reunion this summer are requested to write to Captain Whitney Wright, usn, *uss Allagash* (AO 97), FPO New York, N. Y.

- *uss Meredith* (DD 434)—Survivors of the destroyer, which sank on 15 Oct 1942 in the Solomon Islands, who are interested in holding a reunion, may write to Richard W. Wood, JO1, usn, Command Liaison Office, U. S. Naval Air Station, South Weymouth, Mass.

SIR: If that's an A4D-2 *Skyhawk* I'll eat my hat.—John W. Scott, AK2, Eniwetok.

SIR: There's agreement here that the editor of **ALL HANDS** should take a refresher course in aircraft recognition. The plane used in the Operation Tow Go test pictured on page 47 of your December issue is not an A4D-2 (A4B) *Skyhawk*, as it says in the caption. It looks to us like an F2H-3 (F2C) *Banshee*.

Since we represent a combined total of 100 years of naval aviation, 22,000

hours of which has been in the air, we feel qualified to shoot down your "A4D-2 *Skyhawk*."—J. L. Cantrell, ADJ2; T. W. Crandall, AM1; C. R. Gotcher, AQ1; S. D. Schnell, AD1; G. E. Setchfield, AMC; D. F. Thiele, ATC; LT M. D. Walker; NAS Whidbey Island, Wash.

• Our source for the slingshot article identified the F2H-3 *Banshee* in the picture as an A4D-2. As pointed out in the above letters (a sampling of those we've received), **ALL HANDS** goofed.

But we may still have a last word of sorts.

With the exception of the above let-

ter from NAS Whidbey, not one referred to *Banshee* and *Skyhawk* by their new designators, F-2C and A4B, respectively.

Granted, the new designators had been in use only a couple of months when the December **ALL HANDS** reached the Fleet but, as pointed out in *BuWeps Inst.* 13100.7, which was issued last September, the new designators should be used, along with the old, so that the new procedure can be phased into use with minimum confusion.

The January 1963 **ALL HANDS** contains a complete rundown on the new aircraft designators.—Ed.

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Brief news items about other branches of the armed services.

THE U. S. ARMY'S Medical Equipment Research and Development Laboratory at Fort Totten, N. Y., has come up with a portable, lightweight field X-ray unit which will some day speed diagnosis of battlefield injuries within minutes after they occur.

Weighing only 57 pounds, and easily carried by one man, the new unit features simplicity, mobility and reliability in a compact package that will take diagnostic radiographs of any part of the body. It can be quickly set up, put in operation and disassembled for transportation to another location.

The new machine uses either a conventional power source or its own power pack in situations, such as a combat zone, where conventional electric power would not be available. Built-in electrical factors of high voltage and low current reduce the amount of radiation to which a patient is exposed, and also reduce the power requirements and weight of the unit.

Field tests of the new X-ray will be conducted early this year.

★ ★ ★

THE AIR FORCE has in orbit a very small satellite with the king-sized name of Tetrahedral Research Satellite (more practically known as TRS). The satellite is pyramid-shaped and small enough to be held in one hand. Its job is to map a portion of the earth's radiation belt which reaches 3700 miles through space.

The spacecraft, which measures six and one-half inches on a side and weighs one and one-half pounds, was launched into orbit around the earth from Vandenberg Air Force Base, Calif.

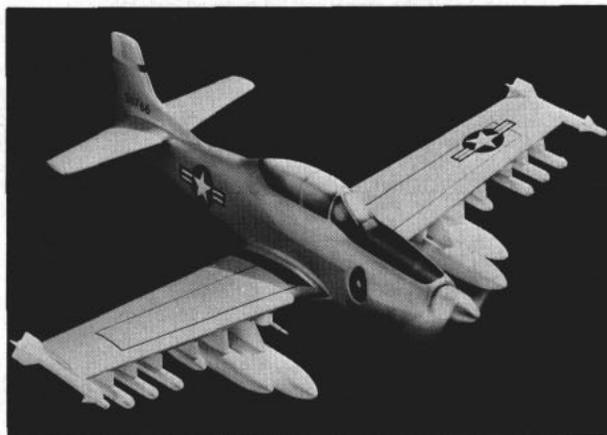
It rode pick-a-back aboard an Air Force research and development satellite employing a *Thor/Agena* space booster.

It is one of six such satellites acquired by the Air Force to map the Van Allen radiation belt which rings the earth.

The data the small satellite transmits to NASA's earth-space communications and telemetry stations is expected to be of value in planning manned space flights.



ARMY UH-19 helicopters transfer cargo from experimental 'ship's wings' on the Army's *MV Hickory Knoll*.



ENGINEERING MODEL, USAF's YAT-28E, turboprop version of T-28, depicts plane's maximum stores capacity.

THE UNITED STATES FLAG has become an official marking on aircraft of the Military Air Transport Service (MATS).

"Old Glory," in the form of weatherproof decals, is already flying into dozens of countries of the Free World on MATS planes.

Carried high on the tailfins, the flags do not replace any of the standard military markings. The only military aircraft previously authorized to carry the flag insignia were those of MATS 1254th Air Transport Wing in Washington, D. C., which carry the President and other top government officials.

The stars and stripes decals are made in four sizes, proportioned to the different types of aircraft in the airlift force. They range from 31-by-60 inches down to 19-by-36 inches.

★ ★ ★

A RECENT TEST FIRING of the U. S. Army's *Pershing* ballistic missile has successfully demonstrated the ability of the missile's inertial guidance system to keep it on course.

The test, a night flight from Cape Canaveral, was observed with the aid of brilliant tracking flares ejected from the warhead, and through instruments mounted in the nose cone which transmitted continuous data to ground stations. The self-contained guidance system successfully brought the *Pershing* back to its proper flight path after it had performed a series of pre-programmed bucking, twisting and zigzag maneuvers. Data available immediately after the firing indicated all test objectives had been met.

Pershing is a two-stage, solid fueled missile which is fired from an erector launcher mounted on a tracked vehicle.

★ ★ ★

TWO OF THREE radar-communications stations that will make up the Air Force's Ballistic Missile Early Warning System are now operational at Thule, Greenland, and Clear, Alaska. The third is under construction at Flyingdales, England.

The BMEWS is designed to provide a 15-minute warning of any intercontinental ballistic missile attack. The heart of the Ballistic Missile Early Warning System is a combination transmitter-receiver.



ARMY'S JEEP RADIO, called 'Angry 106,' is for use in combat areas to cover distances up to 50 miles.

A missile's trajectory can be calculated from as far as 3000 miles away as it passes through "fans" emitted by the BMEWS radar. Electronic brain calculation of the missile's trajectory permits accurate prediction of the impact area, impact time, and point of launch.

Processing equipment at the stations computes appropriate data and flashes warnings to the North American Air Defense Command where the information is relayed to strategic retaliatory strike forces.

★ ★ ★

THE ARMY HAS COMPLETED developing and testing a rugged, lightweight radio which will improve the long-range combat communication between U. S. ground forces.

The two-way transistorized set, nicknamed the *Angry-106* (from its official designation AN/GRC-106), offers dependable 50-mile voice communication over severe terrain. Under favorable conditions, its signal can reach much greater distances.

The *Angry-106* is composed of two units mounted one atop the other. The set operates on any one of 28,000 high frequency channels spaced one kilocycle apart.

It nets with the Army's other high frequency sets and features a simple system of digital tuning.

Operation is at 400 watts peak power in the two- to 30-megacycle range. The set employs single sideband transmission to increase the effective power of its signal.

During its test phase, the new radio was put through simulated combat tests under which it operated perfectly after two airdrops, more than 3000 miles of road tests and standard laboratory shock and vibration tests.

In heat, dust and rain, it proved to be superior to other sets of comparable size and weight. The 100-pound radio is half the size and weight of the set it replaces.

The *Angry-106* is planned as the first of a family of lightweight, long-range sets for Army tactical use. It can be manpacked or mounted on ground vehicles and combat aircraft.

★ ★ ★

AT EGLIN AFB, FLA., a twin-engine *Albatross* amphibian plane of the type that has been performing Air Force search and rescue operations since 1947 has demon-

strated once again she is still one of the young at heart.

After two days of tests, the Air Force claimed two new world aviation records.

Captain Henry E. Erwin, Jr., piloted the *Albatross*—which was carrying a 5500-kilogram (12,125-pound) payload—to 19,500 feet, bettering by 2377 feet the recognized record in the amphibian payload-to-altitude category.

During another flight with the same aircraft, Captain Glen A. Higginson roared the *Albatross* around a 1000-kilometer (621-mile) closed course at 153.7 miles per hour, with a 5000-kilogram payload aboard. For this, the Air Force claims a record for which no marks had been previously documented.

Official representatives of the National Aeronautics Association, on hand as witnesses, have forwarded the flight statistics to the Federation Aeronautique Internationale in Paris for certification.

★ ★ ★

IRRADIATION, A METHOD of food preservation, has been used successfully by the Army to preserve bacon. The Food and Drug Administration (FDA) has approved the irradiated bacon for U. S. public consumption, following 10 years of research by the U. S. Army.

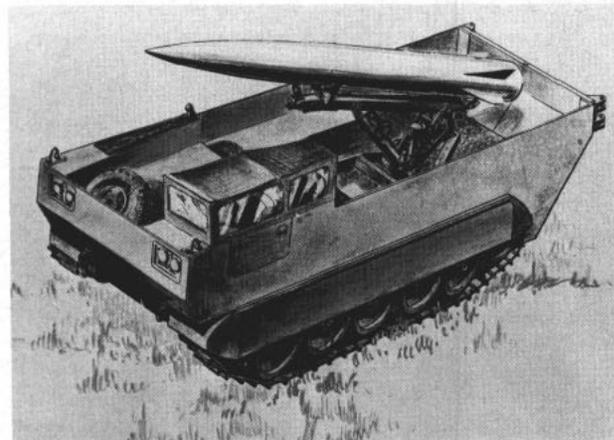
Clearance was based on evidence that bacon irradiated by the correct process does not become radioactive and shows little difference from heat-sterilized bacon.

Over a dozen other irradiated foods are being developed by the U. S. Army Materiel Command and the Army Surgeon General and are scheduled to be submitted to FDA during the next two or three years.

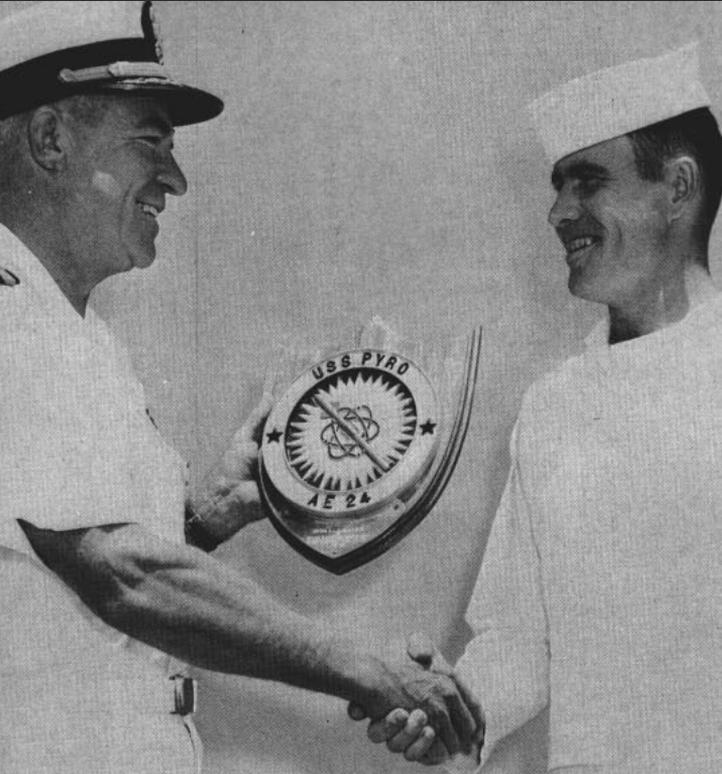
Irradiated foods are exposed to measured amounts of radiation while in a raw state. The radiation kills microorganisms which cause spoilage. Foods must still be packaged to prevent later contamination, but after packaging they will keep about as long as canned foods, with no noticeable loss of taste, odor, texture, or color. Army plans call for the turnover of irradiated food stocks with about the same frequency as standard canned foods.

Irradiation, in contrast to canning, preserves foods without first cooking them, and no refrigeration is required.

Irradiated bacon will be taken from the can in a state nearly like raw bacon and will be ready for frying.



ARTIST'S CONCEPT — *Lance*, Army's new battlefield missile, has nuclear and non-nuclear capabilities.



PROUD MARKINGS — Insignia of USS Pyro (AE 24) adorns award. Rt: Emblem depicts mission in ASW.

Salty Signs Mark Units of

THE VARIOUS CRESTS, emblems, and other distinguishing insignia displayed by ships and aircraft these days are becoming widespread throughout the Fleet. Like the coat of arms that originated in ancient days, they add a touch of color and a lot of esprit de corps to the unit to which they belong.

Some insignia describe the jobs or services performed by the outfits which they represent.

Others are symbolic of some high point in a ship's or squadron's career.

Many are drawn up with some specific location in mind—for example, the city after which a ship is named.

All of these insignia, however, are symbolic of the pride Navymen feel in their own unit. These crests, or emblems, have for many years been one way of providing the man in the Fleet with something that truly belongs just to his ship or squadron.

A beneficial effect on morale has long been attributed to the adoption by a ship's company or air crew of a crest or emblem, and its use in connection with recreational and social activities.

IT WASN'T UNTIL World War II that unit crest insignia came into popular use throughout the Navy. (Rela-

tively few ships had them during World War I and the 1920s and 30s.)

While on extended World War II patrols, crewmen designed their own ship crests, and, upon returning to home port, proudly flew them on battle flags. Aircraft got fancy names (and sometimes curvaceous females) painted on their noses.

Many shipboard personnel wrote to leading artists to have their unit immortalized with a personal coat of arms. Others held contests among themselves and came up with works of art that were indeed their own.

An upsurge in crest insignia followed the outbreak of Korean hostilities. The special pride Navymen had in their ships during wartime had again resulted in widespread use of personalized unit insignia.

Today a good many ships, aircraft, squadrons and divisions have their emblems pictured on stationery, plaques, match book covers, lighters, autos, athletic uniforms, and band music stands.

The emblem adopted in recent years by *uss Norfolk* (DLG 1) features a picture of a mace mounted on a shield, with a scroll inscribed with the ship's name. The mace on the emblem is a copy of a real one presented to the then Borough of

Norfolk by lieutenant governor Robert Dinwiddie of the Dominion of Virginia in the 18th century.

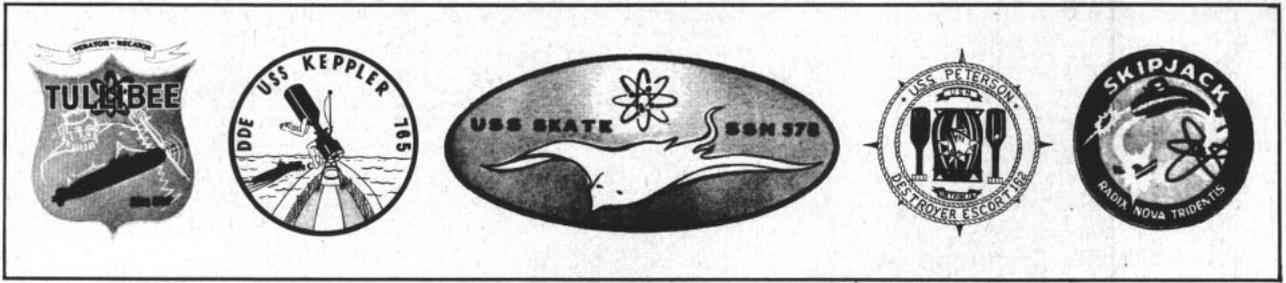
Norfolk, the ship, was built at a cost of more than 44 million dollars with money raised by the citizens of Norfolk, Va., through war bond subscriptions. The DLG now honors Norfolk by using a representation of the city's mace in her crest.

uss Canberra (CAG 2) is another ship with an emblem representative of a city. *Canberra's* crest features a picture of a kangaroo—like the ones in Canberra, Australia.

The gasoline tankers, salvage ships, ocean tugs, and other service ships that make up Service Group Pearl, have a badge of honor appropriately symbolic of Hawaii, where they are home ported. Highlighted on the crest are a shield with a seahorse to the left and a Hawaiian chieftain's helmet on the right. Above the shield "Service Group Pearl" is printed on a ribbon entwining the trident of King Neptune. An anchor extends from the bottom.

At a 45-degree angle across the face of the shield are the words "Laulima Aumoku Kaua," which means "We Serve the Fleet."

IF YOUR SHIP OR AVIATION command is one that doesn't have its own



insignia, the way to get one is first to read the official directives on the subject, then make up a design (best accomplished by enterprising members of the command).

Many units organize contests, inviting all hands on board to participate. Selection of the best entry, or combination of entries, should be made by a representative crew's committee. Prizes in the form of cash or special liberty often serve as incentives. Designs, of course, should not exceed the limits of good taste.

Once your unit design has been

the Fleet

smoothed up and approved by your commanding officer, it should be submitted through channels to the Fleet commander, who in turn will notify your unit when the insignia has been approved.

The Navywide word on ship and ship squadron insignia is contained in OpNav Inst. 5030.2B. This directive lists three objectives in recom-

mending that sea going units have their own emblems: (1) Recognition of service, (2) beneficial effect on morale, and (3), in the case of destroyer and smaller type squadrons, increased esprit de corps.

Except as authorized in the OpNav instruction, no insignia, crest, or emblem may be approved for display on the exterior structure of ships. (Special directives authorize winners of intra-type competition, and certain weapons and operations proficiency contests, to display appropriate insignia award markings on ship exteriors. For example, "E" awards. Only in the case of squadron insignia for groups of destroyers and other smaller type ships may the exterior display of a crest be authorized.)

Fleet commanders have the final say in the design, size, placement, and taste of proposed insignia. As Fleet guidelines on the subject, CINCPACFLT and CINCLANTFLT have issued instructions to force and type commanders in the form of CINCPACFLT Inst. 5030.1C and CINCLANTFLT Inst. 5030.2.

THE OFFICIAL insignia directive for aircraft is OpNav Inst. 5030.4B.

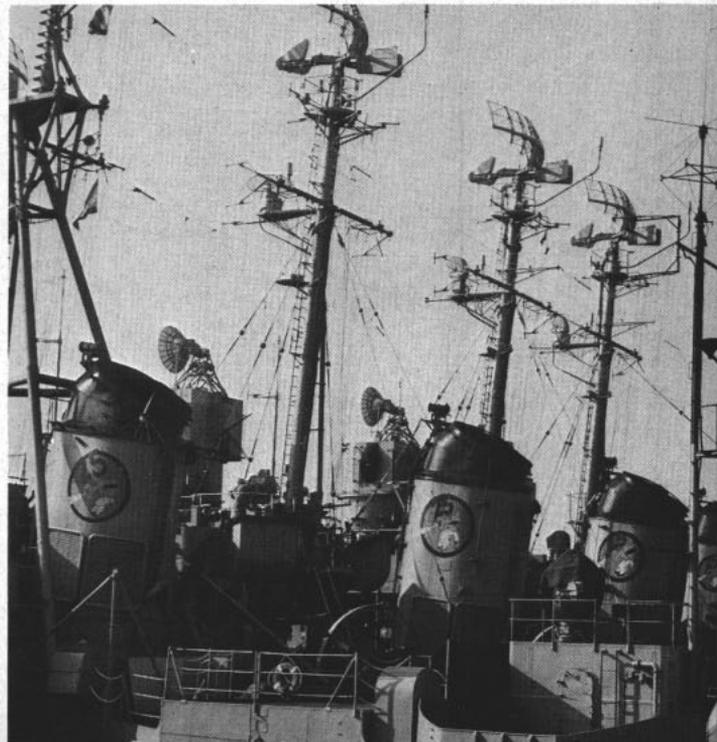
The aviation insignia program was originally geared with only operating fleet units in mind. In recent years, all aeronautical components have been included.

Aviation insignia should be heraldic in nature, and of such character as to encourage its inheritance by future activities.

All aviation commands, groups, units, and activities at the squadron level and below are authorized an insignia which can be contained within a circle five and one half inches in diameter. The circle should be part of the design. The size of the circle should not vary, except when the insignia is reproduced for use on a flag or as a decal to be used on planes. The squadron or unit designation should be printed in a scroll immediately below the circle.

Units above the squadron level of command should have an insignia which can be contained within a triangle six inches on each side. Again, the size of the triangle should

SALTY SYMBOLS — Aircrewman wears squadron patch on jacket. *Rt:* Destroyers display their unit on stack.



not be varied, except when reproduced for flags and decals.

BEFORE STARTING on a design for insignia, be sure to check the aforementioned directives applying to your ship or type of unit. Let's take as an example the regs applicable to aircraft squadrons.

Basic standards of what may, and may not, appear in aviation insignia, are as follows:

- Cartoon portrayals (that is, comic cartoon characters) should not be used.

- Original heraldic designs which symbolize the unit mission are preferable. Such designs may portray beasts, fowl, fish, instruments, or weapons typical of the sea or the principal area of command operation.

- Emphasis should be placed on good color contrast. The design should be simple, to avoid a cluttered appearance, and to ensure good visibility characteristics.

- Badges of qualification, decorations, medals, campaign ribbons, national or state insignia, cap devices, or other military devices, should not be used. (Although Naval Aviator's Wings are a badge of qualification, they may be used, unaltered, by Naval Air Stations, Fleet Air Commands, and other activities above the squadron level.)

- Identifiable pictures of Navy ships and aircraft should not be used.

- Commercial, professional, industrial, or copyrighted insignia should not be used.

- Mottos, nicknames, and designations should not be included



OLD TIMER — Red Ripper, 1930, displays squadron insignia on plane as do Red Rippers with the Fleet today.

within the circular design of units of the squadron level or below.

Aviation unit insignia may be displayed on official flight clothing, but for this purpose the clothing insignia must be the appropriate five and one-half inch circle or six inch triangle size.

On the aircraft itself, insignia should be displayed forward of the cockpit, on or above the horizontal center line of the fuselage, and should be a size compatible with the size of the aircraft.

Aviation insignia may be used in parades (displayed in pennant form) and wherever appropriate in the form

of plaques, decals and the like.

The Chief of Naval Operations approves (or disapproves) all proposed aviation insignia. When an aviation command or unit has its designation changed, CNO should be notified of any intent to retain the insignia already approved, or of wishes to modify the old one or draw up a new one.

All requests for approval of aviation insignia should be forwarded to CNO via appropriate command channels. Designs submitted for approval should be in full color and of the size prescribed for wear on flight clothing.

The aviation insignia directive is relatively new; it was issued in March, 1962. Instructions in the directive do not apply to units, activities, and commands that already had officially approved insignia that do not follow the new directive's details. All new aviation insignia must be drawn up with the OpNav instruction (5030.4B) as an official guideline.

THE SHIP AND SQUADRON insignia directive (OpNav Inst. 5030.2B), in addition to providing instructions regarding these emblems, contains a rundown on other distinguishing marks that may be authorized for display.

Campaign and Commendation Replicas—Your ship may be authorized to display (painted on a specific section of the ship, as prescribed by the Fleet commander) replicas of the ribbons of each service, area, or campaign medal to which it would be entitled under the rules and regulations prescribed for individual

MARK of USS Sampson (DDG 10) decorates launcher. **Rt:** J. R. Thompson, ACC, checks his winning design.



Navymen. A replica of the Navy Unit Commendation Ribbon, if awarded, may be displayed, but must take precedence over the service, area, and campaign ribbons. A replica of the Presidential Unit Citation, if awarded, may also be displayed, but should take precedence over all others.

Operation and engagement stars should be displayed on the painted replica, if personnel serving on board the ship at the time of the operation were so entitled. For submarines, a star should be displayed on the area campaign ribbon replica for each successful patrol not already indicated with an operation or engagement star.

Personnel Data Plaques—Certain ships are authorized to display bronze plaques which list the names and grades (or rates) of all personnel awarded personal decorations while serving on board, although these plaques are no longer manufactured. Only ships that already had them before they were discontinued some years ago may continue to display them, provided no further action is necessary concerning their validation.

Historical Data Plaques—Certain information about today's ships, and previous ships with the same names, may be displayed on history plaques which normally contain the following:

- Name of ship, flanked on the left by the year the first ship bearing the name was acquired or commissioned, and flanked on the right by the year the present ship was commissioned.

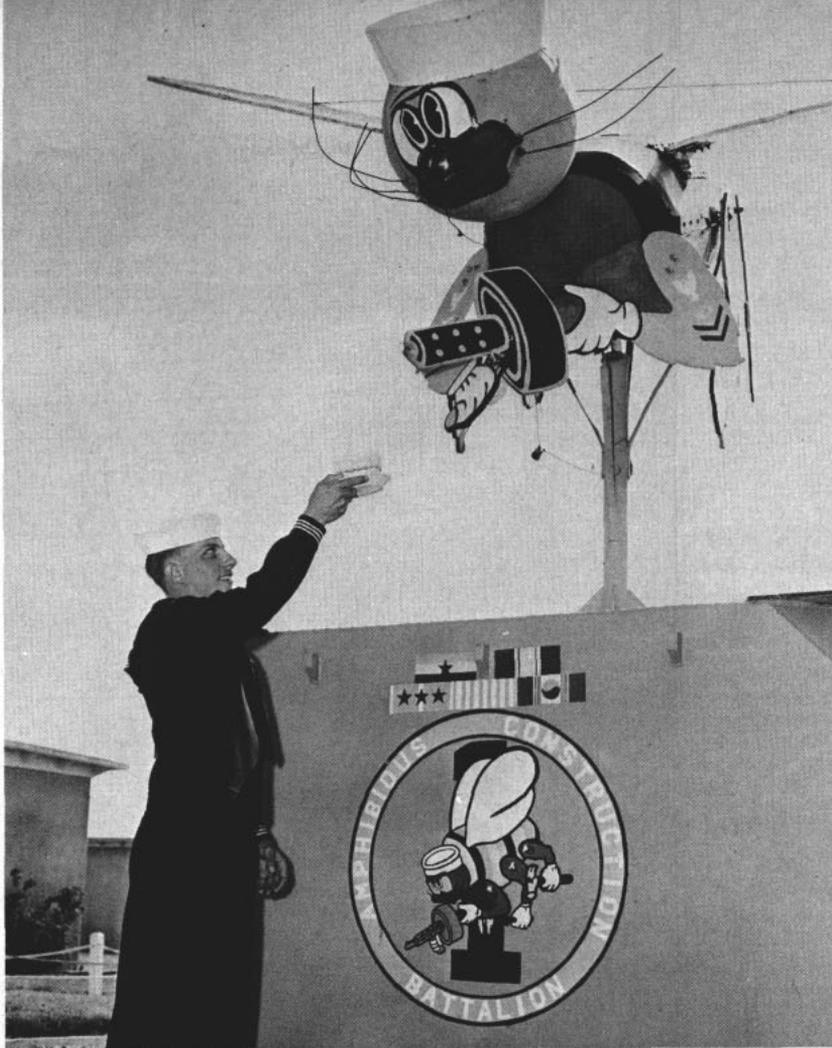
- A statement as to the number of ships to bear the name. (For example, "The sixth ship of the fleet to bear the name.")

- Names and years of the battles or single engagements in which the ship or her predecessors participated.

- If appropriate, the inscription "Presidential Unit Citation" and "Navy Unit Commendation" and the year or years when earned (not the year/years awarded).

- The term "Battle Efficiency Competition Award" and the dates the award was received.

Authorized plaques are furnished only when requested by commanding officers of units concerned. Requests should be submitted under existing instructions for regular work orders. The Bureau of Ships has information regarding the size, weight,



ONE OF THE BEST known Navy emblems is that of the fighting Seabees.

material, and letter size of plaque inscriptions. The Chief of Naval Operations must clear the plaques with the Naval History Division to insure accuracy of content.

Of the various distinguishing symbols seen on U. S. Navy ships and aircraft, none means more to many a Navyman than the unit insignia devised by a crewman with

no special flair for art, but plenty of desire to adopt an appropriate symbol for an outfit he's proud to be part of.

Whether designed by amateurs or trained artists, unit insignia have a morale boosting color and individual touch that belongs only to the ship or aircraft it represents.

—Dan Kasperick, JO1, USN.

DECKED OUT — Insignia decorates deck of mess aboard USS Chemung.



INSIGNIA OF NAVY SHIPS, STAT



The insignia shown below represent typical examples of some of the N encouraged by OPNAV Instrs. 5030.2B and 4B. The Chief of Naval O of a crest, emblem, or insignia. The insignia is an expression of e



USS Columbus
(CG 12)



USS Constellation
(CVA 64)



USS Long Beach,
(CGN 9)



USS Rockville
(EPCER 851)



Sub



Mobile Construction
Battalion Nine



USS Bainbridge
(DLGN 25)



Naval Station,
Sangle Point



USS Guide
(MSO 447)



USS O
(LP)



USS Ranger
(CVA 61)



USS Suribachi
(AE 21)



USS Enterprise
(CVAN 65)



Mobile Construction
Battalion Eight



USS
(A)



U.S. Fleet
Gunnery School



USS Independence
(CVA 62)



Patrol Squadron 49
(VP 49)



USS Sculpin
(SSN 590)



USS Yon
(LST)

IONS, SQUADRONS, AND UNITS

vy's ships, stations, squadrons and units. Insignia are authorized and
 erations considers there is a beneficial effect to morale in the adoption
 rit de corps, promoting teamwork and pride in the ship's company.



n 14



Commander Construction
 Battalions, Atlantic Fleet



U.S. Naval Submarine
 Base, New London



Patrol Squadron 44
 (VP 44)



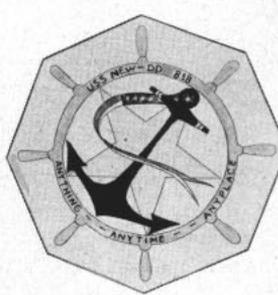
USS Ashtabula
 (AO 51)



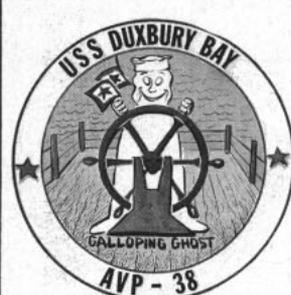
nawa
 3)



USS Observation Island
 (EAG 154)



USS New
 (DD 818)



USS Duxbury Bay
 (AVP 38)



USS Patrick Henry
 (SSBN 599)



jax
 6)



USS Recovery
 (ARS 43)



USS Francis Marion
 (APA 249)



USS Robert E. Lee
 (SSBN 601)



USS Sampson
 (DDG 10)



County
 175)



Mobile Construction
 Battalion Four



Heavy Attack Squadron 9
 (VAH 9)

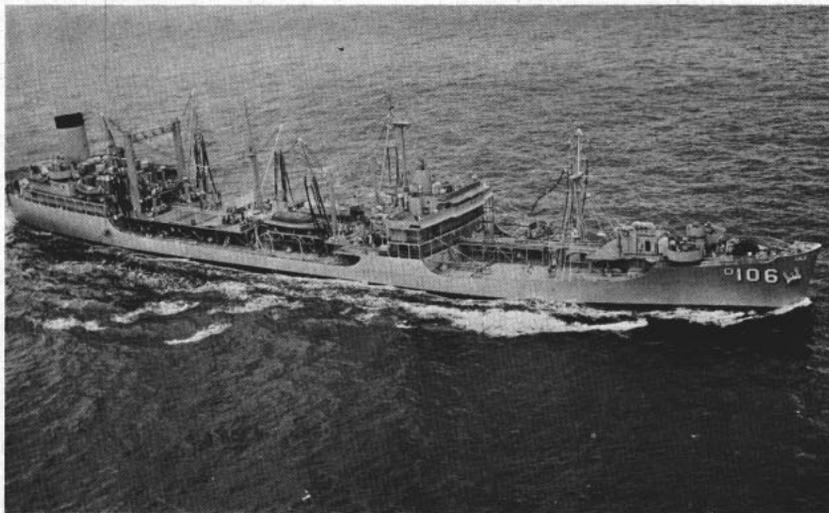


USS Leader
 (MSO 490)



USS Shenandoah
 (AD 26)

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



A HOME RUN — The fleet oiler *USS Navasota* (AO 106) turns her bow towards the States after completing a busy tour in Western Pacific.

Med School, Stribling Style

When *uss Stribling* (DD 867) steamed into Mayport, Fla., from the Mediterranean earlier this year, many of her crew members had advanced their educations considerably during a seven-month Med cruise.

During this time 44 high school GED tests and 31 college-level GED tests were administered. Two hundred and twenty-nine naval correspondence courses had been ordered from the Correspondence Course Center at Scotia, N. Y., and 14 from the USAFI center at Madison, Wis.

It was felt that the long periods of sea time during the cruise offered a great opportunity for the men of *Stribling* to increase their educational level. Therefore, a program was developed to interest the men concerning Navy correspondence courses,

USAFI GED tests for high school and college and USAFI correspondence courses.

Throughout the cruise classes were presented on board the ship, and group study was encouraged.

223,000 Mile Check-Up

uss Independence (CVA 62), now at Norfolk Naval Shipyard for a 223,000-mile check-up, is expected to be back with the Fleet in early summer. This is her first major overhaul.

Since her commissioning on 10 Jan 1959, *Independence* has been deployed with units of the Sixth Fleet in the Mediterranean and with the Second Fleet in the Caribbean.

During her deployments, planes have touched down on her big flight deck about 47,000 times. She entered the shipyard for overhaul in January.

VR-7 Wins Air Force Award

A detachment of Navy Air Transport Squadron Seven (VR 7) has been awarded one of the Air Force's most honored peacetime decorations—the Air Force Outstanding Unit Award.

Detachment *Alpha* of VR 7, which operates out of Tachikawa, Japan with the 1503rd Air Transport Wing of the Military Air Transportation Service, was cited for “exceptionally meritorious service from January 1 to December 31, 1961.”

During the period, the detachment operated C-54 *Liftmaster* cargo planes in support of MATS airlifts to Korea, Thailand, Vietnam, and other Far East countries.

The 25 officers and 150 Navy enlisted men who were assigned to the detachment in 1961 are eligible to wear the red, white, and blue Air Force ribbon.

Dark Moon over Korea

Navy men and Marines staged a cold weather amphibious exercise off the coast of Southern Korea earlier this year. Labeled *Dark Moon*, it was just about that, and took place near Chumunjin.

The conditions under which the exercise took place were everything a military planner hopes to avoid in an amphibious operation.

For an exercise, however, conditions were great. There was a chance to overcome just about every adversity.

Rough seas, snow and high winds forced *uss Westchester County* (LST 1167) to drop behind the formation, but she caught up in time to take part in the landing.

A small trailer lashed to the deck of *Westchester County* worked loose during the rough seas and high winds but was secured before any damage could be done.

On the morning of the landing rehearsal near Pohang, Korea, the mercury stood at 17 degrees. Biting wind, cold salt spray, frozen cargo nets and icy decks didn't make matters any easier.

To complicate matters for the exercise, an emergency hospitalization

YESTERDAY'S NAVY



On 4 May 1942 the Battle of the Coral Sea began. On 11 May 1862 the Confederate ironclad *Virginia* (ex-*USS Merrimack*) was destroyed to prevent recapture by Union forces. On 11 May 1943 naval forces covered Army landings at Attu in the Aleutian Islands. On 14 May 1846 a blockade of the eastern Mexican coast was proclaimed by Commodore David Conner. On 25 May 1862 Norfolk Navy Yard was recaptured. On 27 May 1942 the Marines and Seabees occupied Wallis Island in the South Pacific. On 28 May 1798 the President instructed U. S. armed vessels to make reprisals on French ships.

case sent *uss Cavalier* (APA 37) on a special mission to Pusan. *Cavalier* turned on the steam and was back in time to take part in the landing the next day.

The weather moderated somewhat during the night, and the landings were made in a 22 degree temperature. Landing craft from the amphibious ships systematically carried Marines, in complete cold weather clothing, and equipment to the beaches. Training for the Marines continued for a week after the landing took place.

Republic of Korea Navy and Marine officers observed the operation and received a briefing on amphibious training.

Fidling Around Nets Ideas

Working around helicopters as much as he does, J. M. Fidler, a chief aviation machinist's mate, sometimes gets ideas about improving whirlybird design and operations with his own inventions.

Several Fidler ideas have been good ones. A report from *uss Hornet* (CVS 12) states that at least one of his inventions has been incorporated into all helicopters built by a major producer of military aircraft. Other ideas of his have brought about some changes in the maintenance procedures used by Helicopter Antisubmarine Squadron Two, Fidler's squadron on board the ASW support carrier.

Late last year, the release says, Fidler developed a rotor brake system modification which prevents the rotor brake line in helicopters from chafing, and, possibly, leaking. The aircraft builder is said to have started making rotor brake systems which incorporated the Fidler modification.

Other Fidler brainstorm:

- A modified fitting on the SH-3A number 1 rotor blade. According to claims, this enables copter crews to fold or spread the blades in approximately three minutes. It previously took from 20 to 30 minutes to do the job, often longer.

- An improvised tool for checking the torque on bolts fastened to the SH-3A rotor brake disc without spreading the blades. It is known on the ship as the "Fidler Torque Tool."

- An extension which fits onto the engine hoist, enabling the hoist to remove rotor blades. This makes it possible to remove the 200-pound blades while they are still folded, making them easier to handle.



THE NAVY CURATOR's need for old flat hat ribbons to complete a collection for exhibition at naval activities gives ALL HANDS a welcome opportunity to publish another scene from the Navy of yesteryear. The ribbons on the flat hats worn by the sailors on board the steam sloop *uss Mohican* in 1888 carried the ship's name, and are the type desired.

If you have any such ribbons which bear the names of ships that are no longer in commission, and you wish to donate them to the collection, send them to the Curator, Department of the Navy, Washington 25, D. C. When the ribbons are exhibited, you, as a donor, will get full credit.

Mitchell Sailor Likes Yen

Crewmen and passengers of *uss General William Mitchell* (T-AP 114) make regular contributions to a cardboard sailor when returning from liberty in Japanese ports. He is the "sailor with a yen for yen." There is logic behind the slogan and the prac-

tice, and it makes people happy.

A box attached to the "sailor" holds surplus yen of small denominations which cannot easily be converted into U. S. currency. Then, just before *Mitchell* leaves the port, the box is emptied and the contents delivered to offices of the Military Sea Transportation Service, Far East Area, for support of the Nakazato orphanage. *Mitchell* has also provided clothing to the orphanage and delivered a merry-go-round purchased for the Japanese children by MSTs, Pacific Area Headquarters, located at Fort Mason, San Francisco, Calif.

The cardboard sailor is only a part of *Mitchell's* people-to-people efforts.

The ship's orphanage program in the Far East also includes aid to orphanages in Korea; Keelung and Tughhang, Taiwan; and Naha, Okinawa.

Mitchell is a commissioned vessel of the U. S. Navy presently making monthly voyages between San Francisco and ports in the Far East. She carries cabin and troop passengers and cargo from all government agencies and branches of the service.



FIDLER AT WORK — J. M. Fidler, ADC, USN, checks over a helicopter of HS-2 aboard *USS Hornet* (CVS 12).



NEW LIFE ADDED—The destroyer *USS Wiltsie* (DD 716) looks sharp as she cruises in Pacific following FRAM overhaul at Pearl Harbor.

LPDs Are Two-in-One Ships

Two new amphibious transport dock ships, LPD 4 and LPD 5, have been named *Austin* and *Ogden*, respectively. Authorized in the fiscal 1962 shipbuilding program, construction of the two ships was begun in June 1962. They are scheduled to be launched in early 1964.

The amphibious transport dock combines the functions of the attack transport (APA) and the attack cargo ship (AKA). These vessels are named for United States cities whose namesakes were explorers and developers of America.

LPDs will enable troops to travel to an assault area aboard the same ship that carries their heavy equip-

ment. There they will be landed by both helicopters and landing craft. Landing craft can be launched from a well that opens to the sea at the rear of the ship. Nine LCMs will be the normal number of landing craft carried aboard these ships.

A helicopter platform, built over the well, will enable the LPDs to carry and launch six CH-37C amphibious transport helicopters.

Austin and *Ogden* will be 521 feet long and displace about 13,900 tons fully loaded. They will be manned by 30 officers and 460 enlisted men and will be capable of carrying more than 900 troops and 2000 tons of supplies and equipment. Their top speed will be over 20 knots and they

will be armed with four 3-inch/50-caliber twin gun mounts.

LPD 4 is named for the capital of Texas. Stephen F. Austin was a key figure in the early history of that state.

Peter S. Ogden (for whom LPD 5 is named), was a Canadian explorer and fur trader who was credited with exploring much of what are now California and Utah.

Wiltsie FRAMmed at Pearl

The destroyer *uss Wiltsie* (DD 716) has completed fleet rehabilitation and modernization (FRAM) overhaul in the Pearl Harbor Naval Shipyard. Temporarily based at Pearl Harbor since November 1961, *Wiltsie* is homeported at San Diego, Calif., as a unit of Destroyer Squadron Seven.

The FRAM process involves overhauling an older ship and giving her modern equipment and weapons. *Wiltsie* was equipped with new radar, sonar and communications gear during the FRAM period. A new flight deck and hangar for the drone antisubmarine helicopter (*Dash*) were installed, and an anti-submarine rocket launcher (*Asroc*) was added between the stacks.

Woodrow Wilson Launched

A new Fleet ballistic submarine—*Woodrow Wilson* (SSBN 624) has been launched at the Mare Island Naval Shipyard, Vallejo, Calif. She had been under construction since July 1961.

Woodrow Wilson, a *Lafayette*-class sub, is 425 feet long and has a 27-foot nine-inch beam. She will displace about 7000 tons.

When she joins the Fleet late this year, she will be capable of firing the 2500-mile *Polaris* A-3 missile now under development.

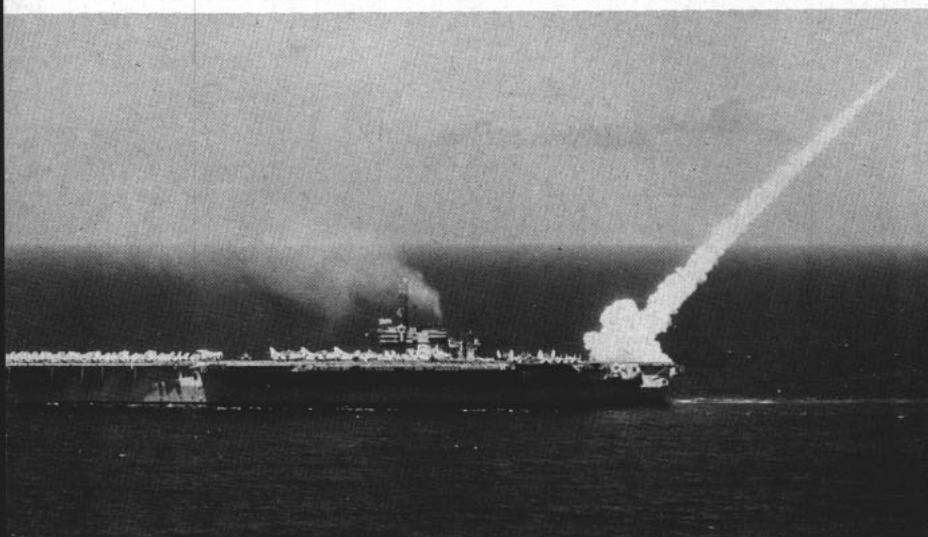
And James Madison

The *Lafayette* class submarine *James Madison* (SSBN 627) was launched in March, bringing to nine the number of *Polaris* submarines launched but not commissioned.

Ten fleet ballistic missile submarines are now in commission and an additional 16 are either building or authorized.

The new submarine is named for the fourth President of the United States. She is 425 feet long, displaces 7250 tons, and will be capable of firing the 2500-nautical-mile *Polaris* A-3 missile now under development.

HOT SHOT—*Terrier* guided missile soars toward target from launcher of *USS Constellation* (CVA 64) during missile firing practice at sea.



Saipan To Be Command Ship

The auxiliary aircraft transport *uss Saipan* (AVT 6) is to be converted to a command ship, CC 3. BuShips has awarded a contract to a private firm to make the conversion.

Saipan was commissioned as a CVL in July 1946 and decommissioned in 1957. After decommissioning she was made a part of the Philadelphia Group Atlantic Reserve Fleet.

She is approximately 685 feet long and 109 feet wide at maximum beam. When conversion is complete she will have a full load displacement of 19,600 tons.

uss Northampton (CC 1), is presently operating with the Atlantic Fleet, and the auxiliary aircraft transport *uss Wright* (AVT 7), is undergoing conversion to CC 2.

DEs Under Construction

Contracts for the construction of five escort ships (DEs) have been awarded to shipbuilding companies in Michigan and Washington. The new construction was authorized by the fiscal year 1963 shipbuilding and conversion program.

The five new DEs will be similar to earlier escort ships, designed to locate and destroy enemy submarines.

They will be equipped with integral bow-mounted long-range sonar, drone antisubmarine helicopters (*Dash*), an antisubmarine rocket (*Asroc*) launcher and antisubmarine torpedo launchers.

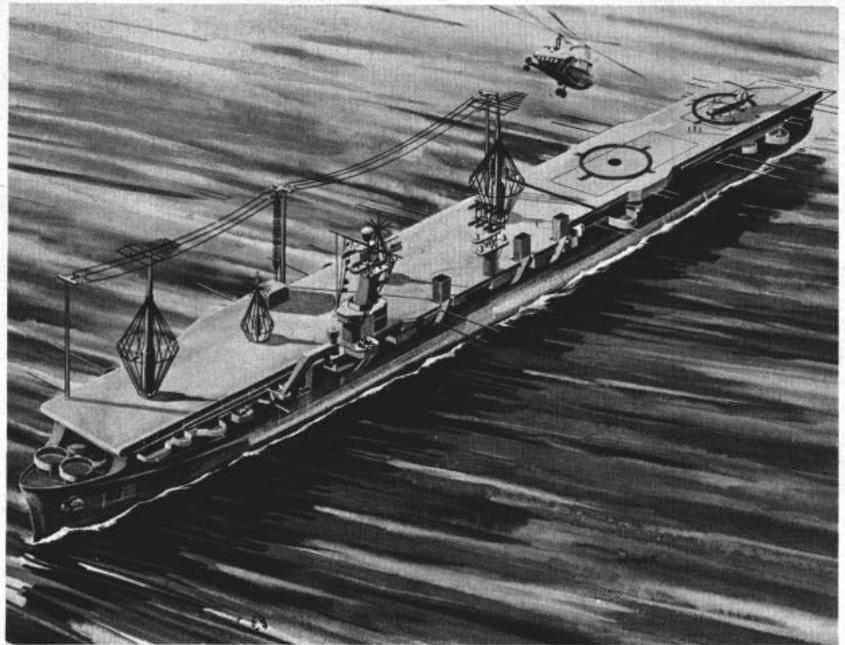
Each of the new ships will be 414 feet, six inches long, with a 44-foot beam and a displacement of about 3400 tons. Each will carry a single five-inch/38-caliber gun mounted forward and one aft.

Seven other DEs and three guided missile escort ships (DEGs) are also under construction at the present time.

FRAM for *Fechteler*

uss Fechteler (DDR 870) is in the yards at Long Beach, Calif., undergoing a Mark I Fleet Rehabilitation and Modernization conversion. The FRAM project is designed to give the World War II destroyer another seven to eight years of useful service life through general modernization, which includes machinery overhaul and arming with advanced antisubmarine weapons.

The last time *Fechteler* was in



NEW SHAPE — Artist's concept shows how CVL will look when converted to a command ship (CC). It's included in 1963 building program.

Long Beach for major conversion (1953) she came out as one of the Pacific Fleet's first radar picket destroyers.

Seventh LPH Launched

The Navy now has seven amphibious assault ships in the water—six of them in commission. The newest addition to the LPH fleet is *Guadalcanal* (LPH 7), launched last March at Philadelphia.

Guadalcanal is custom-built for dispatching Marine assault troops and supplies behind enemy lines by helicopters under the "vertical envelopment" concept. She will carry 2000 troops and 24 large transport helos, and a regular complement of 50 officers and 475 enlisted Navy-

men will make up the ship's crew.

The new LPH is 592 feet in length, has an 84-foot beam, will displace 18,000 tons (when fully loaded) and will be armed with four 3-inch/50 caliber gun mounts (twin mounts). *Guadalcanal* is the third LPH designed and constructed as such from the keel up. (*uss Iwo Jima*, LPH 2, and *Okinawa*, LPH 3, are the others.)

Boxer (LPH 4), *Princeton* (LPH 5), *Thetis Bay* (LPH 6) and *Valley Forge* (LPH 8), all converted carriers, round out the in-the-water LPH fleet. In Philadelphia undergoing pre-launch construction is *Guam* (LPH 9). The building of LPH 10, as yet unnamed, is underway at Pascagoula, Mississippi.

GETTING MODERN — *USS Fechteler* (DDR 870), shown here steaming in Pacific, is undergoing Mark I FRAM conversion at Long Beach, Calif.





SINGERS ALL — The Navy WAVES Chorus, organized in summer of 1960, has gained fine reputation through continued superior performances.

STU Goes Below

Last March, off the coast of California, a rack loaded with 191 metals, 56 non-metallic materials, 11 electrical conductors and 14 wire ropes and cables burbled to the ocean floor in 5300 feet of water.

The entire package weighed 7000 pounds and was lowered to test the effects of sea water on the rack's contents.

The results of this exposure will be used to determine the potential of these materials for use in instrument packages or as building materials.

The rack is known as a submersible test unit (STU) and is the first of a series of devices designed for long term exposure on the ocean floor.

The first STU will remain submerged for six months. Later STUs will be placed in 6000 to 12,000 feet of water for periods of six, 12 and 24 months.

Gantries for Polar Satellites

The Navy has completed two 180-foot gantries and the associated structures for Point Arguello launch complex 2 (PALC 2) for the Air Force, which will employ this complex for launching polar orbiting satellites using the *Atlas-Agena* vehicle.

The nine million-dollar complex includes, in addition to the two gantries, "umbilical masts," missile service towers, launch pads, an office building, a blockhouse, a quarter-

million-gallon water tank and a parking lot.

This complex also includes such items as piping facilities and storage tanks for fuel, a helium heat exchanger, liquid oxygen storage tanks, a liquid oxygen sub-cooler and a nitrogen receiver.

The new building is for work on satellites under sterile conditions.

Pearl Harbor Memorial Honors Submariners

A monument to the 3500 men killed in U. S. subs during World War II has been erected in recent years at the Pearl Harbor Submarine Base.

The memorial site is based on 52 bronze plaques, each engraved with the name of a lost sub, the date of

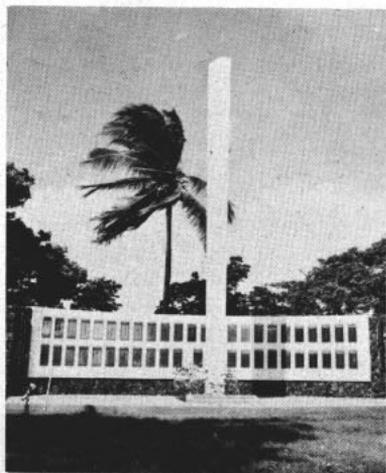
its loss, and the name of its crew members.

The Pearl Harbor Submarine Memorial was constructed and dedicated in 1960 after Chief Torpedoman's Mate Robert J. Cornelius, USN (now retired), recovered from a Submarine Base salvage yard some plaques inscribed with the names of World War II subs and submariners lost in action.

He suggested that a suitable memorial be erected at the Sub-Base.

RADM William E. Ferrall, COM-SUBPAC at the time, thought it was a good idea and gave his blessing to a fund drive plan to raise \$10,000 needed for the project.

Voluntary contributions rolled in from submariners everywhere, and from Navymen and civilians who agreed with Chief Cornelius and Admiral Ferrall that although 20 years is a long time, some men are hard to forget.



week, and the present membership is about 20 Waves. Any enlisted Wave in the Washington area may join the group, and as many as nine commands have been represented in the chorus at one time.

Waddell Launched

Another guided missile destroyer has been launched. She is *Waddell* (DDG 24), scheduled for commissioning in mid-1964. The ship is being built in Seattle, Wash.

Waddell, a *Charles F. Adams*-class DDG, will be 437 feet long, have a 47-foot beam, and displace about 4500 tons fully loaded. Her armament will consist of *Tartar* surface-to-air missiles, antisubmarine rockets (*Asroc*), two 5-inch/54-caliber guns, and torpedoes.

Construction of *Waddell* began in February 1961, and her keel was laid in February 1962.

DDG 24 is the first U. S. Navy ship to be named in honor of James Iredell Waddell, who was a lieutenant in both the U. S. Navy and the Confederate States Navy. A citizen of North Carolina, Waddell took part in the blockade of Vera Cruz during the Mexican War and was an instructor of navigation at the U. S. Naval Academy before joining the Confederate Navy at the outbreak of the Civil War.

LT Waddell took command of the converted merchant ship *Sea King*, renamed *css Shenandoah*, in the Madeira Islands in 1864 and sailed her around the world, preying on the New England fishing fleet in the Pacific. On 6 Nov 1865, *Shenandoah* entered the port of Liverpool, England, where she was surrendered to the British for transfer to the United States government. During 12 months and 17 days at sea, Waddell's ship had sailed 60,000 miles and taken 38 prizes.

Pollux Super Sea Mart

Early this year at Sasebo, Japan, *uss Pollux* (AKS 4) adopted the supermarket principle of issuing supplies now used at piemarts in the United States.

Heretofore, a *Pollux* customer who wanted four items might have to visit four storerooms armed with as many requisitions.

Under the new system, about 1700 frequently demanded and easily handled items are stocked on the main deck where they are easily accessible to the ship's customers.



SHARP ONE — The Pacific Fleet's *USS Coucal* (ASR 8), equipped with special submarine rescue chamber, cruises near coast of Oahu, Hawaii.

Only one requisition is necessary. It shows the amount of money the customer is authorized to spend. The shopper serves himself in the mart. When he finishes, he checks out much like a customer at a supermarket.

The new system speeds issue of small, frequently demanded items and the seamart requires only two storekeepers to maintain and operate it.

Accounting is vastly simplified, too. The customer ship, *Pollux*, the Naval Supply Center at Oakland,

HIGH SPEED transport *USS Weiss* (APD 135) arrives at Sattahip, Thailand, and is first U. S. combat ship to visit there in more than a year.



Calif., and the inventory control points benefit from a reduced load of paper work.

Pollux operates with Task Force 73, the logistic support force of the Seventh Fleet.

Moving Days in Antarctic

The remnants of what appears to be Little America III, built by RADM Richard E. Byrd's Antarctic expedition of 1940-41, has been sighted by the Navy icebreaker *uss Edisto* (AGB 2). The station was imbedded in an iceberg in the Ross Sea off the Antarctic continent.

If the station sighted was, indeed, the one built by the 1940 expedition, it was almost 300 miles west of its original position at Kainau Bay on the Ross Ice Shelf.

Electric power poles jutting from the top of the quarter-mile-long iceberg were clearly visible, and along its 100-foot face there appeared a room with cans and equipment stacked neatly on shelves.

A helicopter of Utility Helicopter Squadron Four aboard *Edisto* landed on the iceberg, but crewmen were unable to enter the camp because it was covered with approximately 25 feet of snow.

At the time of the sighting, the station was 170 miles from the Navy's main logistics staging area for Operation Deep Freeze which is located at McMurdo Sound, Antarctica.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **CHUTING CORPSMAN**—If you're a hospital corpsman who likes excitement, listen to this. The Chuting Stars, Navy's parachute exhibition team, are accepting applications from Aviation Medicine Technicians, NEC-8406, to fill a vacated spot on the team.

All applicants must be 21 years old, eligible for at least two years' shore duty, and willing to travel nine months a year.

The jump team offers a challenge to men willing to undergo the rigorous training and hard work required by a Navy exhibition team. Jumping experience is preferred, but not necessary.

If you are interested, contact the Officer-in-Charge, Chuting Stars, NAS Pensacola, Fla., via the chain of command. A photograph is required with each application.

• **MUSEUM RELICS WANTED**—If you have an old aneroid barometer stashed away in your attic or buried in the bottom of a seabag, now's the time to dust it off and think about its possible value as a relic for display in the new Naval Aviation Museum which opened recently at Pensacola, Fla.

The museum has asked the man in the Fleet for help in rounding out a growing collection of relics and records which represent the growth and historic heritage of naval aviation.

If your contribution is suitable, and you supply background information, it may become part of the mu-

seum exhibit viewed by the aviation-minded public.

However, before you start crating up that old aircraft carrier you've had lying around your back yard, you are encouraged to write the museum curator to see if there's room.

Queries should be sent to the Curator, Naval Aviation Museum, NAS Pensacola, Fla.

• **OFFICER POSTGRADUATE SELECTIONS**—Approximately 1800 officers were selected as principals and alternates for Navy-sponsored postgraduate education during calendar year 1963.

In addition, about 250 officers were selected from the 1963 educational group for postgraduate education in both technical and nontechnical fields. These selectees, however, will not be available for school assignment until after 31 December of this year.

Officers from this group who were selected for technical courses will be ordered to school as they become available, provided they have maintained their professional qualifications.

The names of officers selected for nontechnical courses will be placed before the Postgraduate Selection Board which will convene on 1 October.

Officers who were selected for technical studies at the Naval Postgraduate School or for Naval construction and engineering courses at civilian institutions may request re-

fresh course material from the Naval Postgraduate School.

Officers taking advantage of this training obligate themselves to one year of service for each six months of postgraduate study.

The names of selectees and the courses for which they were chosen are listed in BuPers Notice 1520 of 25 Feb 1963. For application procedures, see the annual BuPers Notice in the 1520 series which should be available about the time this issue is published.

• **GI DIVIDEND**—The Veterans Administration is still holding thousands of NSLI and GSLI life insurance dividends it hasn't mailed out to policyholders because of invalid addresses.

If you're a GI life insurance policyholder and haven't kept the VA informed of your address, you are urged to do so by writing the VA Insurance Center, 5000 Wissahickon Ave., Philadelphia 1, Pa. Give your name, serial number, VA insurance number, and current mailing address.

• **GI INSURANCE**—If you're one of many GI insurance policy holders who puts off making that monthly payment until "next payday," here's a word of caution from the Veterans Administration: Thousands of Navy-men have learned the hard way that a habit of using the 31-day grace period as an excuse to delay payment can mean a lapse in insurance.

Too many men forget their payment deadlines, allowing their policies to lapse—often at a time their dependents need the protection the most.

VA officials advise you to make up any monthly payment that may be overdue, and, if you must use the grace period, don't delay payment so long that you forget it.



DON'T BE DISTRACTED when the time comes to pass on ALL HANDS; there are nine Navymen waiting.

• **MEDALS FOR SOME**—The Navy and Marine Corps Expeditionary Medals have been authorized for award to Navymen and Marines who took part in recent military operations in either Thailand or the Cuban area.

The Armed Forces Expeditionary Medal has also been awarded for Cuban service. However, this award is for post-quarantine service in which all the armed forces were involved, while the Navy and Marine Corps Expeditionary Medals are for pre-quarantine service in which only the Navy and Marine Corps participated.

If you participated in operations in Thailand between 16 May 1962 and 10 Aug 1962, or in Cuban operations between 3 Jan 1961 and 23 Oct 1962, you may be eligible for the Navy or Marine Corps Expeditionary Medal. Here are the criteria:

Thailand: You must have served ashore with the 3rd Marine Expeditionary Unit.

Cuba: (1) You must have been assigned to the Naval Base, Guantanamo Bay, or attached to a ship or unit assigned to the base; or (2) engaged in reconnaissance flights over Cuba; or (3) taken part in special operations specifically designated by the Secretary of the Navy.

Men in transit, and men, units, and ships assigned to Guantanamo for short training periods are not entitled to the award. Lists of Navy and Marine Corps units eligible for the awards are not available now, but will be published at a later date.

Posthumous awards of the Expeditionary Medal may be presented to the representatives of the deceased designated by the Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate.

These medals take precedence immediately after the Navy and Marine Corps Good Conduct Medals, or if held, the Naval Reserve and Marine Corps Organized Reserve Medals.

As soon as the medals are available for issuance, further instructions will be released.

In the case of the Armed Forces Expeditionary Medal, the date on which eligibility began was 24 Oct 1962. A cutoff date has not been established.

A list of ships and units which participated in the Cuban operation will be published later.

Award eligibility for personnel participating in U. S. military operations in the Congo and Laos has

been terminated as of 1 Sep and 7 Oct 62 respectively.

• **UCMJ**—Recent changes to Article 15 of UCMJ (Commanding Officer's Nonjudicial Punishment) are explained in detail by the Office of the Judge Advocate General in the February-March *JAG Journal*, available to interested Navymen at ship and station legal offices.

The new procedures under Article 15, which have been in effect since 1 Feb 1963, are designed to correct, as well as punish, an offender—with new emphasis on correction.

According to the Judge Advocate General of the Navy, inadequate disciplinary authority in the hands of commanding officers before the new laws were written often resulted in courts-martial disposition of minor offenses. Convictions meant permanent criminal records.

Under the new article, COs have a wider range of punishments from which to choose, already resulting in a marked decrease in the number of courts-martial proceedings, reducing, in turn, the number of criminal convictions that have in the past stigmatized men convicted of minor offenses.

Here are some other major points:

• Not only may COs choose from a larger range of punishments, they may impose, when appropriate, greater degrees of punishment than was authorized under the old Article 15.

• COs (or their successors in command) have increased powers to suspend, remit, set aside, or mitigate punishments previously imposed.

• Warrant officers who exercise command are expressly authorized under the new laws to impose non-judicial punishment. This removes any doubts which may have existed under the old Article 15.

• Previously, the Army and Air Force, by regulation, allowed their members to demand trial by court-martial in lieu of non-judicial punishment. The new article extends this right to Navy and Coast Guard personnel, except those attached to or embarked on a ship.

• Officers in charge, regardless of rank, may impose punishments authorized for COs below the grade of LCDR.

The *JAG Journal* roundup gives an explanation of what these points mean to the man in the Fleet.

Every sailor who goes to sea or flies in naval aircraft knows that weather can be an important factor in the performance of his duties. One of the keys to a knowledge of weather conditions is clouds—their identification and evaluation. Here are some questions about clouds. Is your mind clear or foggy on this subject?

1. There are four major cloud families. They are the high clouds, middle altitude clouds, low clouds, and low clouds with high vertical development. The family of high clouds always contains the name (a) alto, (b) cirrus or cirro, (c) strato.



2. Within the four cloud families there are three general cloud shapes—cirrus, stratus, and cumulus. Cirrus clouds have a fibrous and feathery appearance and are composed of ice crystals. Stratus clouds form a blanket or layer which in many cases spreads over the entire sky. Cumulus clouds may be found at various altitudes, but are generally (a) high and wispy, (b) sheetlike clouds, (c) dome-shaped, puffy looking clouds.

3. When cumulus clouds grow to a height of 20,000 feet or more, their upper parts often spread out, forming the shape of an anvil. These clouds are then known as cumulonimbus, or (a) thunderheads, (b) stratus, (c) mare's tails.

4. Cirrocumulus clouds, sometimes called "mackerel sky," consist of a patch or patches of small, white, flaky clouds which may be arranged in rows. These clouds are called "mackerel sky" because they resemble the scales on a mackerel's back. When you see these clouds approaching from the west, you should in most cases (a) expect no change in the weather, (b) expect fair weather, (c) prepare for an approaching storm.

5. When rain or snow falls from a low, solid, dark grey cloud layer, the cloud type is (a) altocumulus, (b) stratocumulus, (c) nimbostratus.

6. Fog can be called a (a) stratus type cloud, (b) cirrus cloud, (c) cumulus cloud.

Answers to Quiz Aweigh may be found on page 47.

THE BULLETIN BOARD

Check This Report If You Are Puzzled About Shore Regs

GOING ASHORE SOON? If you are, recent changes in the *Enlisted Transfer Manual* will affect you. Chapter VII, dealing with Shore procedures, has been rewritten to describe what happens when you now report to a shore command for a tour of shore duty. (Periods of training in naval schools are not counted as part of your shore tour unless you are already serving on shore duty.)

The day you report ashore, you are given a shore tour commencement date. Using this date, the maximum amount of time you can spend ashore, depending on your rating, is determined. Then, you are assigned a shore tour completion date (TCD). This is compared with your expiration of active obligated service (EAOS) date and one of the following situations will exist:

(a). The TCD and the EAOS may coincide. If this is the case, you have nothing else to do. Your personnel office will merely record the TCD in your service record and the personnel diary.

(b). The EAOS will exceed the normal TCD by one to six months. When this happens, the normal shore tour will automatically be extended to coincide with the EAOS. Again, no action is required on your part, and the personnel office makes the necessary entries in your service record and the personnel diary.

(c). The EAOS will exceed the TCD by seven to 11 months. In this case, you are allowed four months to make a decision. You may reduce your shore tour so you will have a year of obligated service remaining beyond the TCD, or you may sign an agreement to extend your enlistment for the number of months necessary to allow you to complete your normal shore tour and still have 12 months of obligated service beyond your TCD. If you elect to use the four-month period to make your decision, your personnel office will record your TCD as *undetermined*. However, a firm TCD must be recorded no later than four months after you report ashore.

(d). The EAOS will exceed the TCD by 12 months or more. Once again, you have no action to take. The personnel office will record the TCD of the normal shore tour in your service record and the personnel diary.

(e). The TCD will exceed the EAOS date. In this situation, you must make a choice. You may have your shore tour reduced so that the TCD and EAOS coincide, or you may sign an agreement to extend your enlistment so that you will have enough obligated service to complete your full tour. You have four months to make your decision in this case also.

You may not agree to obligate your service for anything less than the maximum shore tour, and your EAOS after your extension goes into effect must either coincide with the TCD or give you a minimum of 12 months of obligated service beyond your TCD.

Once the firm TCD is established and recorded, it cannot be changed without the authority of either your commanding officer or the Chief of

Naval Personnel. Your CO can change your TCD if you receive authorization for transfer to the Fleet Reserve before your tour completion, or if authority is received to promote you to commissioned status before your TCD. A commanding officer must request authority from the Enlisted Personnel Distribution Office to change the TCD when the original date is in error. But for any other reason, including requests for shore extensions, the CO must request authority from the Chief of Naval Personnel.

Tour completion dates and expiration of active obligated service dates are now used by Personnel Accounting Machine Installations (PAMIs) to determine who receives a rotation data card.

In the past, all personnel were required to fill out the card about one year before the TCD whether or not they had enough obligated service left to be rotated to sea duty. Under the new system, you will not submit a rotation data card unless you have 12 months of obligated service remaining after your TCD. If you are within the rotation cycle, but do not have sufficient obligated service for transfer to sea duty, you will be interviewed to determine whether you intend to ship over or extend your enlistment.

However, you should clearly understand that if you intend to ship over or extend, you should make your intentions known and get your duty preferences into BuPers as far in advance of your TCD as possible.

Orders are normally issued four months before the TCD and persons placed under orders with a shorter lead time do not get as much consideration of their preference as those with normal lead time. Also, if BuPers receives word through the Manpower Information System that you have acquired additional obligated service and are therefore eligible for rotation, you will automatically be issued orders, whether or not BuPers has received your rotation data.

If you wish arduous sea duty, Chapter VII now states that you may



"No thanks, I'll wait for a boat. I have a tremendous fear of height."

submit a request to the Chief of Naval Personnel, provided (1) you have completed one year of your present shore tour; (2) you agree to obligate your service for 24 months from date of transfer; and (3) such transfer is in the best interest of the Navy.

These changes to Shorvey procedures provide, to a certain extent, a compromise between the system first used in Shorvey, and the system just changed.

If you were ashore under the first system, you were allowed to wait until seven months before your TCD to decide whether to obligate your service for a longer shore tour. The system just changed required you to make the decision immediately upon reporting ashore.

But there is still a definite need to establish a firm TCD early in the shore tour so that it will be possible to make an accurate prediction of how many men will be needed to fill shore requirements. If this is known, a truly valid sea duty cutoff date can be established for Seavey.

Because of recent changes in personnel accounting procedures between BuPers and the PAMIs, more accurate information is available and changes are processed faster than before. This is the reason for the relaxation of some of the *Transfer Manual* requirements.

Two New Courses Available For Enlisted Personnel

Two new enlisted correspondence courses (ECC) are now available and four have been discontinued.

The new courses are:

Course	NavPers Number
ECC Machinery Repairman 3 & 2	91507-2
ECC Hospital Corpsman 3 & 2	91669-2

Courses discontinued were: ECC Machinery Repairman 3 (NavPers 91506-1A); ECC Machinery Repairman 2 (NavPers 91507-1B); ECC Hospital Corpsman 3 (NavPers 91668-1A); and ECC Hospital Corpsman 2 (NavPers 91669-1A).

Initial distribution of the new courses has been made to all ships and stations for use by active duty Navymen.

If the initial supply is exhausted, courses can be obtained from the U. S. Naval Correspondence Course Section, Scotia, N. Y.

Nuclear School Trains, Third Class at Bainbridge

The Bainbridge, Md., Nuclear Power School is now training its third class since the school moved to its present location from New London, Conn.

The first class at Bainbridge, consisting of 51 officers and 261 enlisted men, was graduated last December.

During the latest graduation ceremonies, the number of students provided a contrast with the 1951 class that studied in an empty office and graduated two officers and 10 enlisted men.

The graduates back in 1951 formed the engineering nucleus crew for *uss Nautilus* (SSN 571). The

present class will ultimately be assigned to one of the nuclear powered vessels now in commission or undergoing construction at shipyards throughout the country.

After graduation from the school, the class members began six months of additional training at prototype training sites at West Milton, N. Y. and Windsor, Conn.

When their prototype training is completed, they will be qualified in the operation of an actual reactor plant and assigned to their ships.

The nuclear shipbuilding program is moving ahead fast and qualified men will be needed to man new ships. If you are interested, and eligible, make your application now.

WHAT'S IN A NAME

Angels' Maintenance Crew

When the Blue Angels take to the skies, the precision with which they handle their aircraft always brings forth exclamations of awe from those who are watching.

It takes no imagination at all to know that these are top pilots flying planes which have been tuned to perform like fine instruments.

To keep the six F11 *Tigers* and the single F9 *Cougar* in the top condition required for the Blue Angels' hairsplitting formations, 43 enlisted Navymen frequently work around the clock to check the planes after one show and have them ready for the next.

The maintenance crew is divided into two teams—the show and the home team. All 43 men serve at one time or another in both groups so they will be exposed to the advantages and disadvantages of each type of duty.

The 24 men of the show team travel from performance to performance in a blue

and gold Navy transport plane called "Navy 8." The crew has seven plane captains—six for the *Tigers* and one for the *Cougar*.

The captains keep the planes polished to a fare-thee-well; pre-flight them just before an exhibition and make certain there is enough fuel and oil for the flight.

The *Cougar's* plane captain also has the job of briefing the members of the press who are treated to familiarization flights aboard the *Cougar* as a part of the Angels' public relations program.

Two others act as utility men and, among other jobs, mix the red and blue dyes which stream from the *Tigers'* tails while they maneuver high above the earth. Engineers and metalsmiths troubleshoot for the aircraft.

An aviation electronics technician keeps the avionics equipment working—without it the pilots wouldn't be able to communicate with each other in the air and the result would probably spell disaster.

The show team also has electricians, storekeepers, parachute riggers (who also take care of the oxygen equipment) and a log yeoman.

The show team is on the road for nine months out of every year—week ends and holidays included. This averages out to about 21 days a month away from home.

Members of the home team get to see the family a little more often but they work hard nonetheless rebuilding engines and doing routine maintenance work. They are also constantly available if the aircraft return home for repair.

—B. Cumberland, JO3, USN.



Report on Naples for the Lucky Navy Family Headed There

AS FAR AS the Navyman is generally concerned, duty in Italy means duty in Naples. As a matter of fact, U. S. forces have been based in Naples since it was first liberated back in 1943.

The city of Naples itself rises from the sea, in two sections. The eastern section contains the industrial and commercial areas, while the top residential districts are found in the western part. The hills of Naples will remind you of San Francisco.

It is a beautiful and historic country. You'll probably like it. Most people do.

Since many Navy men are assigned to duty at this location, here's a brief summary of what you can expect.

Shortly after you receive your orders, you will be busy obtaining your passports, getting inoculations, arranging personal transportation and shipment of your household belongings and personal property. Information on all these can be obtained locally in the United States. Have four copies of your orders, one certified, for each separate shipment of your household goods and your hold luggage.

Passports—Officer and enlisted personnel may enter Italy on official United States military orders; and, for most purposes, your ID card will enable you to move freely throughout Italy. However, a passport will be a convenience in traveling to other areas. U. S. military personnel on NATO orders can perform official duty travel in any NATO country without a passport.

All European countries require passports for dependents, including children. Dependents must have a

"Dependent's Passport," good for two years and renewable overseas; the fee for renewal is \$1.00. No visa is necessary for Italy. After arrival, temporary passports good for four months can be issued to military personnel by the American Consul General.

Sojourner's Permit—In addition to a passport, Italy requires a permit for other than tourists and military personnel under orders. This is a "Foreign Sojourner's Permit" for visits of over 90 days. Your dependents must obtain this permit. Application forms and assistance can be obtained from the Legal Officer in NAVSUPACT, Building "C," or from the Provost Marshal, Building "L," AFSOUTH Post, Naples.

All address changes, new arrivals or departures of members of your family living in Italy should be reported in writing to these offices in order to keep the Sojourner's Permit up to date. The first application for this permit should be made within three days after arrival.

You and your dependents should contact your medical activity as soon as possible to commence your immunization series. An "International Certificate of Inoculation and Vaccination" (DD Form 737) is required. Booster shots required after arrival are given at the Station Hospital, Naples.

Transportation—The type of transportation is specified in your orders. It varies. By sea, it would be by a transport of the Military Sea Transportation Service (MSTS) or by a commercial liner (using "charter space") such as the ss *Independence* or ss *Constitution*. By air, the Military Air Transportation Service (MATS) would be involved. It might be a combined Fleet Tactical Support Squadron/MATS flight, or a combined commercial MATS aircraft flight. Again, the entire flight may be by commercial air. Concurrent travel is authorized in Naples.

Shipment of Personal Property—In general, expect approximately a two-month "in transit" period from an East Coast loading port to Naples. Household hard goods that are musts in Naples should be assembled for shipment with household goods. Later commercial shipments are sub-

ject to duty and delays in customs.

Privately Owned Vehicles—You may import temporarily free of duty for the duration of your tour in Italy, one privately owned motor vehicle for the personal use of yourself and your dependents. Only one vehicle per family may be imported, and it must be registered in your name. In addition to exemption from customs duty, you will also be exempt from payment of the circulation (road) tax. (Circulation tax is based upon the horsepower of the vehicle. It amounts to over \$200.00 per year for the average auto of U. S. manufacture.)

Shipping—You may request transportation of your automobile by making application with the Freight Transportation Office at any port of embarkation. When leaving your car for shipment, you must provide two copies of your orders, one certified, and a completed DD Form 828. Your car must be registered by the Motor Vehicle Registration Office at NAVSUPACT Naples or the Branch Office located at the AFSOUTH Post. These offices will prepare the necessary forms and requests to the Automobile Club of Italy for a customs document before the arrival of your car, providing you furnish a registration certificate and proof of insurance. Since these offices receive advance information regarding the arrival of privately owned vehicles, you will be notified when it is necessary to effect the registration.

Military Registration and License—You are advised not to obtain customs documents from an automobile club outside of Italy. Special arrangements have been made with the



"Looks like we must've won that 'E' after all."



"They think it's space fever."

Automobile Club of Italy wherein military personnel enjoy savings amounting to over \$125.00 through the use of military registration and military-issued license plates. To take advantage of these special privileges, the vehicle must be registered in your name.

Your stateside driver's license will not be valid in Italy. Instead, you must have a "U. S. Forces in Italy Motor Vehicle Operator's License." Before it is issued, you must pass a written examination based upon a pamphlet entitled *Drivers Manual for Naples, Italy*. You must also have a valid stateside license. All drivers must be 18 or older. Military drivers' licenses are not valid for private vehicles.

Insurance—Personal liability insurance of \$10,000 to \$20,000 and property damage of \$5,000 is mandatory. There are several American and European companies in Naples which will write this insurance. Many American companies will not extend coverage in Europe. If you have not already checked this feature, do so before you drive. It is recommended that insurance policies purchased before departure be arranged so that the policy becomes effective upon arrival of your car. Rented vehicles must be covered by insurance also.

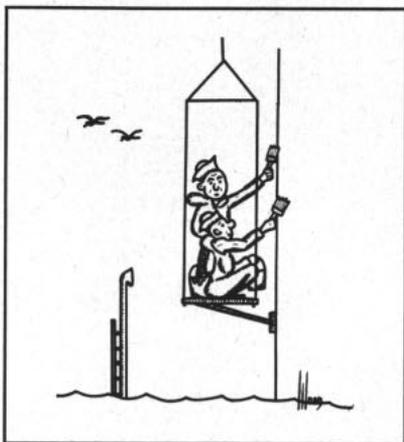
You are strongly urged to review your policies to determine the time limit in reporting accidents and to comply strictly with the requirements. To be fully protected, any sort of incident that might be considered an accident should be reported. If you drive a motor scooter, the time limit in reporting accidents is often 24 hours.

Regulations and Services for Automobiles—Sale of vehicles shipped to Italy at government expense is prohibited for six months after arrival. The Motor Vehicle Registration Office, Room 8, NAVSUPACT Building "A" will answer questions regarding the importation, sale, purchase and operation of privately owned motor vehicles. A booklet of traffic regulations is available at this office.

Service facilities for American automobiles are well below U. S. standards.

The purchase of a new automobile just before departure is definitely not recommended. If you have a comparatively new automobile and will incur a great loss by disposing

All-Navy Cartoon Contest
Howard P. Wood, Jr., CMA3, USNR



"You know, Mike, all day I've had the strangest feeling—like someone was watching over my shoulder."

of it, the most feasible course of action would probably be to bring it, since during a normal tour of duty, considerable motor service should not be required. Older cars are not recommended. Gasoline is available in Naples and throughout Italy by the use of coupon books purchased at the Navy Exchange. When pur-

chased this way, it costs approximately 16 cents a gallon for high test and 12 cents for regular gas.

Uniforms—Uniforms in Naples are, of course, seasonal. Each "uniform season" begins on the third Monday of the month, as follows: Spring, April; Summer, May; Fall, September, Winter, October. Uniforms worn—during the appropriate season—are as follows:

Officers and Chief Petty Officers—Service dress blue, service dress white, tropical white long.

Enlisted men E-1 to E-6—Dress and undress blue, dress and undress white, tropical white long (full sea-bag required).

Navy women—Service dress blue, service dress white, service dress light blue, working gray. (Also, for nurses: Indoor duty white.)

Uniforms and articles of uniform are available at the Navy Exchange.

Household Appliances—An unfurnished apartment in Naples is literally just that; stoves and refrigerators are not furnished. Almost all electrical appliances used in the States should be brought over. Transformers will be needed but can be purchased

HOW DID IT START

Isbell Trophy

Top Navy antisubmarine warfare squadrons annually receive an award for excellence in fleet ASW competition. This award is the Isbell trophy. Established in 1959, the trophy is named after Captain Arnold J. Isbell, USN, who was awarded the Distinguished Service Medal for "exceptionally meritorious and distinguished service to the government . . . as commanding officer of the USS Card (escort carrier) and as Anti-

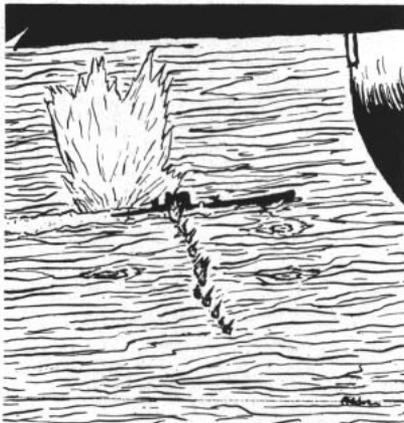
submarine Task Group Commander from 27 Jul to 9 Nov 1943."

Card and the other ships of her task group under the command of CAPT Isbell, received the Presidential Unit Citation for pressing the air antisubmarine attack against hostile submarines along the convoy route to North Africa during this period. Steaming from Norfolk to Bermuda to Casablanca and back, CAPT Isbell's task group engaged and sank many German subs.

Then on 19 Mar 1945, in the Western Pacific, CAPT Isbell was killed in action aboard the aircraft carrier USS Franklin (CV 13), during a Japanese kamikaze attack. He had been notified only six days earlier that he was to take command of USS Yorktown (CV 10).

When it was decided to give an annual award to outstanding ASW squadrons, CAPT Isbell was chosen as the man for whom the trophy was to be named because of his achievements in air ASW and because of his stature as a naval officer.

The actual trophy remains in Washington, D.C. where the name of the winning squadron is engraved on it, but engraved plaques are given to the winners.



locally. American TV sets require minor modifications also. Your TV set will be subject to an annual tax of more than \$22.00. Electrical or gas appliances will be useful. Electric clocks will not work properly.

Portable cabinets and clothes closets are recommended, since most apartments have neither. Don't bring your curtains and rods; they probably won't fit.

Civilian Clothes—Civilian clothes are encouraged for off-duty wear. The Navy Exchange has a fair variety of essential items but it is suggested that you bring what you have.

You should bring galoshes, boots, coats for all seasons, hats, sweaters, suits and dresses for all occasions. And bring your mail order catalog—it will probably be one of your favorite sources of re-supply.

Women should not wear slacks, shorts, pedal pushers or halters in public places, except at beaches or similar recreation areas.

Postal Matters—You should send a change of address card (NavPers 693 or equivalent) to the appropriate Navy Post Office, requesting that mail be held, and indicating your possible reporting date.

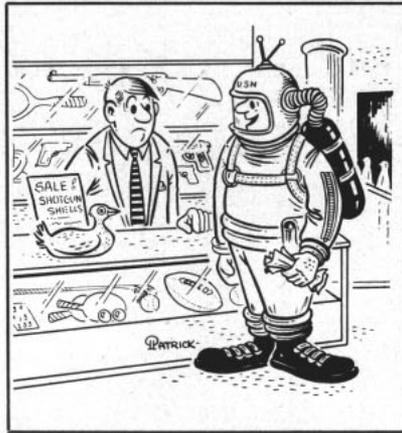
It is important that the Navy Number be indicated in your return address to insure that your mail arrives in Naples instead of some other location in Europe. Your return address should have your name, rank or rate, the abbreviated title of your command, the Navy number, the box number (when assigned) and the Fleet Post Office.

If your wife wishes mail be sent in her own name—and in cases where allotment checks (BAQ allotment checks) are to be sent—the correct procedure is to give the correct name on the first line and to have the second line start: "c/o . . ." (your name and rank/rate).

Legal Matters—U. S. personnel are subject to Italian law. There is no such thing as immunity because you wear a U. S. uniform. Italy has jurisdiction over Americans in regard to both civil and criminal action. Offenses in law are similar to ours.

U. S. Armed Forces personnel wishing to marry while stationed in the Naples area must apply for permission. Further information can be obtained from the Chaplain or Personnel Office.

Arrival—An officer sponsor usually



"Fifty miles of 35-pound-test fishing line."

meets each arriving officer. Transportation is provided from the dock or airport to a hotel.

A representative from the Overseas Transportation Office meets all enlisted drafts and enlisted personnel with dependents. Transportation is furnished to the barracks for Navy enlisted personnel assigned to NAV-SUPPORT Naples who are without dependents. You should report and commence check-in within six hours of arrival, or, if after working hours, by 0800 the following morning.

Financial Matters—The basic unit of Italian money is the lira, issued in paper currency or coins. There are coins of 5, 10, 20, 50, 100 and 500 lire; and notes of 500, 1000, 5000 and 10,000 lire denominations. The rate of exchange varies, but it runs roughly 620 lire to the dollar.

A word here about the monetary allowances that apply to those on duty in Naples (except those personnel assigned to barracks for berthing).

The Temporary Lodging Allow-



"By George, you're right! It does say made in Saturn."

ance starts the day after arrival in Naples. It is based on the number of dependents you have on station and is paid for the absence of government quarters and messing until permanent quarters are found. You must occupy a "hotel or hotel-like accommodations." This payment is a pay record credit and is collected on regular pay day.

Medical Services—Eighty beds and 12 bassinets are provided for in-patient care. Facilities are available for medical, surgical, orthopedic, obstetrical and pediatric cases. Limited laboratory service is available. There is no psychiatrist attached.

The out-patient clinics are located on the main floor of the station hospital.

Optometry service is available to U. S. military personnel and their dependents. All refractions are by appointment only. Men from ships and Fleet units are given priority over shore-based personnel and dependents. Spectacles are furnished at no cost to authorized military personnel, but dependents must buy eyeglasses, at their own expense, from Italian opticians in the area.

The Dental Clinic consists of seven operating units, and one prosthetic unit. The facilities of this clinic are available to U. S. military personnel and their dependents.

Health Precautions—In all of Italy, sanitation receives less emphasis than Americans expect and normally take for granted. Consequently, you must take certain precautions beyond those you normally practice.

Generally speaking the same diseases are found in the Mediterranean as in the United States. Just as at home, there are the usual colds and sore throats. Diseases favored by lower standards of sanitation include diarrhea, infectious hepatitis (sometimes called "jaundice"), the dysenteries (both amoebic and bacillary), typhoid and paratyphoid. In military messes the command is responsible for serving safe food and drink. In your home, it is up to you.

Precautions should be taken against polio, tuberculosis, brucellosis and rabies.

Food—Most of us like to, or have to, eat at restaurants, *pensionis*, or hotels when we first arrive. There are many good ones which serve excellent food. Many of the dishes may seem strange at first, but interesting.

In selecting a place to eat, it is recommended that you follow the same simple rules you would in the States:

- Select the better-known and clean-appearing places.
- Eat only freshly prepared and thoroughly cooked foods served piping hot.
- Never eat seafoods uncooked, especially shellfish.
- Avoid raw salads.
- Local dairy products (milk, cream, butter, ice cream, fresh soft cheeses) and cream-filled pastries may not meet the proper safety standards, and should be avoided.
- Never patronize street food vendors or little "hole-in-the-wall" establishments where sanitary facilities are questionable and refrigeration may be lacking.

The tap water in the large metropolitan cities is, generally speaking, considered to be safe. If you get caught short when traveling in remote areas you can treat your own drinking water by adding seven drops of tincture of iodine to a quart of clear water and waiting half an hour before drinking.

Meat—Many kinds of meat are available from the local economy. Meat inspection is not as reliable as in the States, so the quality of fresh meat is open to question. To avoid any risk of infection, local meats should therefore be cooked well done. Meats from the Commissary are approved by the U. S. Army Veterinary Corps, so if you prefer your meat rare, buy it from this approved source.

Seafood—Fish and seafood, the world over, harbor parasites of many kinds. Shellfish are often obtained from waters heavily contaminated by sewage and therefore carry typhoid and dysenteries. The Mediterranean is no exception. So, for these reasons, remember to cook all fish thoroughly and never eat raw shellfish.

Fruits and Vegetables—Local fresh fruits and vegetables are abundant, of many varieties, and generally are of good quality. Many items, such as lettuce, potatoes and root crops, are grown in or close to the soil, which may be heavily contaminated.

Dairy Products—The dairy products sold in the Commissary Store and the Navy Exchange outlets constitute the only U. S. approved dairy products in the area. The purchase of local

QUIZ AWEIGH ANSWERS

Quiz Aweigh may be found on page 41.

1. (b) cirrus or cirro.
2. (c) dome-shaped, puffy looking clouds.
3. (a) thunderheads.
4. (c) prepare for an approaching storm.
5. (c) nimbostratus.
6. (a) stratus type cloud.

dairy products, except aged cheese (over four months old) is not recommended.

Baby Foods—Dependents with small babies should bring a supply of formula for at least several days following their arrival in Naples. There may be occasions when new arrivals with infants would have difficulty obtaining immediate formula supplies.

Religious Services—Both Catholic and Protestant chaplains are on hand. The chaplains are available for con-

sultations on religious, moral, economic, marital, personal or other types of problems. Interviews are scheduled by appointment . . . as are arrangements for weddings and baptisms.

Housing—NAVSUPACT Naples Inst. 11101.1 requires the mandatory use of the Housing Office by personnel stationed in the area. No government housing is available. However available private residences are numerous.

Within the confines of Naples proper, private residences are generally of the apartment type. On the outskirts, individual two-story or single-story houses are available, but in these areas there is often a shortage of water in the summer.

The location has great bearing on the rental price. Current rentals range from \$40.00 for a three-room apartment on the outskirts of Naples to \$200.00 for a six- to seven-room apartment in the best-located, most fashionable areas. A typical apartment for an American family with

NOW HERE'S THIS

Atomichron

It's getting so that an up-to-the-minute scientist wouldn't be caught dead wearing an ordinary wristwatch, especially after he learns that the U. S. Naval Avionics Facility at Indianapolis, Ind., is preparing for operation a time-measuring instrument called an atomichron.

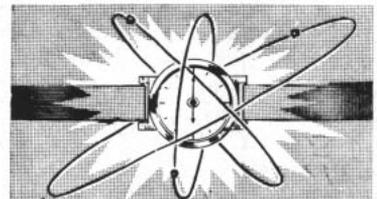
The atomichron is built so accurately that a comparably reliable watch would lose or gain less than one second during 3000 years. (We don't know how the Avionics Facility people would go about proving this, but that's what they say.)

It's all done by using a vibrating cesium atom. The accuracy of the new method is so great that it makes the previously used devices which generate universal time (UT2) almost like sundials by comparison.

Atomic time generated by the atomichron differs from UT2 by several microseconds and is unvarying. Universal time depends upon the earth's rotation which varies considerably.

Those laymen who aren't particularly concerned whether their watches gain or lose less than a second in several thousand years may wonder just who needs such accuracy.

The people who work on such projects as the Navigational Satellite System find it essential to their work.



The atomichron is also used to transmit specific standard frequency outputs to the Indianapolis Naval Avionics Facility by coaxial cable where its signals are used for checking oscillators.

To insure required stability, three ultra-stable five-megacycle oscillators are synchronized with the atomichron and compared daily. This provides a five-megacycle frequency source stable to one part in 10 billion.

By 1966, NAFI scientists believe, atomic time will be defined in terms of the atomic resonance of some specific atom, and research is being conducted using atoms and molecules other than cesium, such as thallium, ammonium, rubidium, and hydrogen.

However, the consensus is that nothing beats the cesium atom for furnishing an established standard of measurement and keeping measurements accurate.

two or three children, in a new and centrally located section of the city, would probably range from \$80.00 to \$110.00 a month, exclusive of utilities. These would probably run a little under \$20.00 a month.

Furnished quarters cost approximately \$20.00 to \$30.00 per month more, and still lack many items to which you are accustomed. Moreover, furnished quarters are not nearly as plentiful as unfurnished quarters.

Utilities—Normal utility services are available. Contracts for water are made by the landlord, but contracts for gas and electricity are usually made by the tenant direct with the supply companies. The Housing Office provides assistance in the preparation of these contracts.

Some apartment houses are centrally heated during the winter months, but American tenants generally supplement this with portable kerosene or gas heaters.

Excellent, reasonably priced kerosene heaters are available in the Navy Exchange, and two or three of these—strategically placed—are sufficient when no other heating arrangements exist. Kerosene is available between October and April at the special price of approximately 18 cents per gallon. During other months the cost is 60 cents per gallon.

Hotels and Pensioni—The usual practice for personnel (other than unmarried enlisted) reporting to Naples is to reside at a hotel or *pensione* (boarding house) while apartment hunting. Hotels and *pensioni* are numerous and varied, luxurious and plain, and expensive and

inexpensive. During the tourist season, from April to October, many of the hotels are well-booked. Advance reservations are suggested. They may be booked by communicating with the NAVSUPACT Overseas Transportation Officer.

Educational Facilities—The Forrest Sherman School, the Navy's largest dependents' school, consists of grades one through 12. Bus transportation is furnished from specified areas in the city. The curriculum is accredited by the North Central Association of Colleges and Secondary Schools.

There are a number of private kindergartens in the area. Generally, these are operated by wives of service personnel, some on a cooperative basis, but all at a relatively low price. They bear no official sanction, and all arrangements should be made privately with those in charge of the various groups. Many small children are enrolled in Italian schools also.

By arrangement with the University of Maryland, off-duty evening classes are available throughout the year. These are resident courses—not correspondence courses, not extension courses. On the average, they give three full semester hours' credit which may be applied to degrees to be acquired overseas or used as transfer credit to stateside schools. Full details are available at local I & E offices.

Language Classes—NAVSUPACT sponsors Italian classes for beginning students, for intermediate and advanced classes. Classes are arranged for on-duty or off-duty hours; for military members alone, for dependents alone, and for joint military-members/dependents. The tuition fee for ten weeks for dependents is 3500 Italian lire, payable to the instructor at the first class session. Instruction for U. S. military personnel is free.

Recreation—Recreational programs, activities and facilities—such as craft shops, libraries, service clubs, sports centers and tours—are available. In addition, there are many civilian health resorts, sports centers and hunting and fishing opportunities available in Europe. Naples, of course, has an excellent music program the year around.

Shopping Facilities—Shops and department stores in Naples carry a diversified stock of consumer items, but in most cases one cannot expect

to find his favorite stateside brands. In smaller shops bargaining is the accepted method of doing business, and the purchase of more than one item usually entitles the buyer to a further discount. However, in the department stores the price is fixed as displayed. Charge accounts are uncommon. The return of merchandise is not sanctioned.

Commissary Store—This is a self-service type, supermarket type sales outlet. No profit is made. Stock is procured through the Naval Supply Depot, Bayonne, N. J., except for those European items that have been approved as being wholesome for consumption. The variety of products is complete.

Navy Exchange—This activity might be compared to the larger of the stateside type military exchanges. The selection of foreign-made goods is especially broad, however. Other features: a clothing store, a uniform shop, a special order service and a check-cashing facility.

Ship's Servicemen Learn How They Can Clean Up

A six-week course in the operation of laundry and dry-cleaning equipment has been made available to ship's servicemen strikers and petty officers. Entitled *Laundry and Impregnation Course*, it is conducted by the U. S. Army Quartermaster School, Fort Lee, Va.

Classes are scheduled to convene on 28 Jun 1963 and 22 May 1964. Requests for class enrollment should be forwarded to the Chief of Naval Personnel (Per C21).

SPACERS



"Can I go up to my friend's house and play?"

SPACERS



"My earth friend's daddy told him about the birds and the bees. Will you tell me about the Xells and the Yuboos?"

Equal Rights of Personnel Is Reaffirmed as Long Standing Navy Policy

The Navy's long standing policy on the equal treatment of service men and women, regardless of race, color, religion, or national origin, has been reaffirmed to all ships and stations in the form of SecNav Inst. 5350.2A.

The new directive makes it clear that local Navy commanders are expected to continue to:

- Make efforts towards obtaining unsegregated off-base facilities (housing, recreational) for the Navy men and women of their commands. Unless full access to civil facilities is available to the military on a non-discriminatory basis, they must not be used for field exercises or other military functions.

- Establish command-community relations committees for liaison with influential community organizations such as the Chamber of Commerce, the Rotary, the National Association for the Advancement of Colored People, the Lions, the Urban League, the Young Men's and Women's Christian Associations, the Kiwanis, and others. Such committees should be comprised of local leaders from all ethnic groups.

- Keep Navy shore patrolmen out of any action on the behalf of authorities who support the enforcement of racial segregation, or other forms of racial discrimination.

- Monitor very closely any civil legal action against a Navyman that grows out of the enforcement of racial segregation or other form of racial discrimination.

If it ever appears that the civil rights of a Navyman or woman may be infringed upon, or that an appearance in court or other legal action beyond the authority of a Navy Legal Assistance Officer is required, the matter should be promptly reported to the Chief of Naval Personnel and the Judge Advocate General of the Navy, for possible reference to the Department of Justice. (SecNav Inst. 5801.1A contains the word on the Navy Legal Assistance Program.)

In discrimination cases resolved locally, a case summary, which includes a brief account of the circumstances leading to whatever incident may have occurred, action taken by

the local command, and final disposition, should be forwarded to the Chief of Naval Personnel.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* as well as current *BuPers Instructions* and *BuPers Notices* 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*, *Instructions* and *Notices* for complete details before taking action.

Alnavs

No. 3—Announced signature by the President of Executive Order 11081 implementing Public Law 87-648, which concerned the new Article 15 dealing with nonjudicial punishment, effective 1 Feb 1963.

No. 4—Discussed the early release of Reserve Medical Corps officers.

No. 5—Required the withdrawal of certain possibly contaminated food.

No. 6—Effected a change to *BuPers Notice* 1531 of 28 Jan 1963, which was concerned with applications to the Naval Preparatory School of prospective candidates to U. S. Naval Academy.

No. 7—Discussed reporting of Navy Stock Fund accounts.

Instructions

No. 1133.16—Describes action to be taken for reenlistments, extensions of enlistments, and/or voluntary agreements to remain on active duty, of enlisted personnel in the steward rating group who, upon expiration of current term of service, approach, complete or exceed 20 years or more of active service.

No. 1520.93—Provides information concerning the foreign language



"That's the last time I'll send you to supply to pick up a few things."

program and encourages officers to apply for instruction in languages.

Notices

No. 1531 (28 January)—Provided authority for the nomination of candidates for the Naval Preparatory School, Bainbridge, Md.

No. 1221 (6 February)—Alerted commands to the February distribution of the Manual of Navy Enlisted Classification (NavPers 15105D).

No. 5101 (6 February)—Discussed motor vehicle accident statistics for 1961.

No. 1571 (11 February)—Contained explanation of the Naval Academy Information program and announced quotas for the various naval districts.

No. 1418 (14 February)—Announced the schedule for substitute Navy-wide examinations for Stewardsmen for advancement to SDCA and SD3.

No. 1900 (6 March)—Directed attention to possible abuses in separation procedures due to misunderstanding of Article C-10304(1)(c)-(5), *BuPers Manual*.

No. 1710 (14 March)—Provided information for personnel wishing to compete in the naval pentathlon.

No. 1430 (22 March)—Listed personnel who may be advanced in rating to Chief Petty Officer.

No. 1440 (22 March)—Announced changes in the enlisted rating structure affecting Aviation Electronics Technician (AT) and Aviation Fire Control Technician (AQ) and outlined procedures to be used.

No. 1510 (22 March)—Promulgated a list of active duty enlisted personnel who have been provisionally selected by the NESEP selection board.

No. 1520 (22 March)—Announced the selection of officers for the submarine school class convened 15 April at the Submarine School, New London, Groton, Conn.

No. 1070 (29 March)—Assigned jurisdiction over, and responsibility for service and health records of, officer and enlisted personnel not on active duty, and directed action concerning procedures when releasing personnel to inactive duty.

No. 1430 (29 March)—Described the establishment of primary and secondary dates for advancement in rate and rating of enlisted personnel who are on active duty.

Amateur Radio Operators Will Test Their Skill On Armed Forces Day

The Amateur Radio Operator—better known to the world as a radio ham—does an important job while he is working at his hobby. He contributes to communications training, international goodwill, military morale and recreation. And the value of his emergency services is recognized by every echelon of the military services.

To show their appreciation of the

U. S. amateur radio operator's enthusiasm and hard work, the Army, Navy and Air Force annually sponsor a military-amateur radio communication program on Armed Forces Day. Planned and implemented by the Director, Naval Communications and the Chiefs of the Army and Air Force Military Affiliate Radio System (MARS) for their respective services, the Armed Forces Day program will be held this year on Saturday, 18 May 1963. On this 14th observance of Armed Forces Day all amateurs are invited to par-

ticipate and demonstrate to the world the close partnership and mutual respect that the U. S. amateurs and U. S. military enjoy.

The program this year will include a west coast station of each of the participating services in addition to the Washington, D. C., headquarters stations of previous years. This addition during the military-to-amateur contact phase will improve the receive capability of the military, and thereby provide the low power stations in the western states an opportunity to obtain the special awards which they have been unable to receive in prior years.

Each of the six military stations will offer a special one-time-only QSL card for each confirmed contact with an amateur whose call letters appear in the "Callbook."

Other awards will be special certificates signed by the Secretary of Defense for perfect copy of the International Morse Code (CW) and radioteletype (RATT) receiving contests. The receiving contests are open to any amateur, short-wave listener, or other individual who possesses the necessary skills to obtain a perfect copy.

Elements of the program include:

- A military-to-amateur transmitting and receiving test for licensed amateur radio operators. The military stations will transmit crossband on spot frequencies outside the amateur bands and establish radio contacts with amateurs in the appropriate sections of the amateur bands. This is a test of crossband operations, and contacts will consist of a brief exchange of locations and signal reports. No traffic handling will be permitted.

- A CW receiving contest for any person capable of copying International Morse Code at 25 words per minute (WPM). The CW broadcast will consist of a special Armed Forces Day message from the Secretary of Defense addressed to all radio amateurs and other participants.

- A radioteletypewriter (RATT) receiving contest for any licensed amateur, individual or station that possesses the required equipment. This is a test of the operator's technical skill in aligning and adjusting his equipment, and serves to demonstrate the growing number of amateurs who are becoming skilled in this method of rapid communications.

MILITARY-TO-AMATEUR TEST

Military stations WAR, A6USA, NSS, NPG, AIR, and AG6AA will be on the air from 181500 GMT (1100 EDST, 0700 PST) to 190500 GMT (0100 EDST, 2100 PST) on 18 May 1963 to contact and test with amateur radio stations. Amateur contacts will be discontinued from 190245 GMT to 190400 GMT to allow the Armed Forces Day CW and RATT broadcast competition as scheduled above.

Station	Military Frequencies (KCs)	Appropriate Amateur Band (megs)	
WAR (Army Radio, Washington, D.C.)	4001.5 (CW)	3.5 to 3.8	
	*4020 (AM)	3.8 to 4.0	
	6992.5 (CW)	7.0 to 7.2	
	*7325 (CW)	7.2 to 7.3	
	*14405 (Upper SSB)	14.2 to 14.35	
	3347 (CW)	3.5 to 3.8	
A6USA (Army Radio, San Francisco, Calif.)	*4025 (AM)	3.8 to 4.0	
	NSS (Navy Radio, Washington, D.C.)	3385 (CW)	3.5 to 3.65
	4015 (CW)	3.65 to 3.8	
	6970 (CW)	7.0 to 7.1	
	7301 (CW)	7.1 to 7.2	
	13992 (CW)	14.0 to 14.2	
NPG (Navy Radio, San Francisco, Calif.)	*4040 (AM)	3.8 to 4.0	
		7.2 to 7.3	
	14385 (SSB)	14.2 to 14.35	
	4012.5 (RATT)	3.5 to 3.8	
	7380 (RATT)	7.0 to 7.2	
	14480 (RATT)	14.0 to 14.2	
	4005 (CW)	3.5 to 3.8	
	7301.5 (CW)	7.0 to 7.2	
	13975.5 (CW)	14.0 to 14.2	
	*4045 (AM)	3.8 to 4.0	
		7.2 to 7.3	
		14.2 to 14.35	
AIR (Air Force Radio, Washington, D.C.)	4001.5 (RATT)	3.5 to 3.8	
	**7375 (RATT until 0200Z)	7.0 to 7.2	
	**7455 (RATT after 0200Z)	7.0 to 7.2	
	3397.5 (CW)	3.5 to 3.8	
	6997.5 (CW)	7.0 to 7.2	
	13995 (CW)	14.0 to 14.2	
	20994 (CW)	21.0 to 21.25	
	7305 (Lower SSB)	7.2 to 7.3	
	14397 (Upper SSB)	14.2 to 14.35	
	7315 (RATT)	7.0 to 7.2	
AG6AA (Hamilton AFB, Calif.)	3365 (CW)	3.5 to 3.8	
	7308 (Lower SSB)	7.2 to 7.3	
	14353.5 (Upper SSB)	14.2 to 14.35	
	7832.5 (RATT)	7.0 to 7.2	

* Operators transmitting on these frequencies will listen for AM and SSB signals with the appropriate bands.

** NPG will conduct military-to-amateur RATT contacts on 7375 KCs until 0200Z (1800 PST). At 0200Z NPG will shift this circuit to 7455 KCs for RATT contacts after this time and for the RATT broadcast.

The RATT broadcast will be transmitted at 60 words per minute and will consist of a special Armed Forces Day message from the Secretary of Defense to all radioteletype-writer enthusiasts.

Here are the operating schedules and competition procedures:

Each transmission for the CW and RATT receiving contests will commence at the indicated times with a 10-minute CQ and identification call to permit the participants to select their station and frequency and to adjust their equipment.

The 10-minute CQ call will be followed immediately by the appropriate competition instructions and the SecDef message. The message will be transmitted by all stations simultaneously and one time only. It is not necessary to copy more than one station and no extra credit will be given for so doing.

Transcriptions should be submitted "as received." No attempt should be made to correct possible transmission errors.

Time, frequency and call sign of the station copied as well as the name, call sign (if any), and address of the individual submitting the entry should be indicated on the page containing the text. Each year there are a large number of perfect copies that do not receive the certificates because the above information was not submitted. The name and/or call sign of the individual are mandatory if the certificate is to be awarded.

Competition entries should be submitted to the Armed Forces Day Contest, Room 5B960, The Pentagon, Washington, D. C., and post-marked not later than 31 May 1963.

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here 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.

Desert Warrior (2186) (C) (WS): Adventure Drama; Ricardo Montalban, Carmen Sevilla.

Young Guns of Texas (2187) (C)

CW RECEIVING CONTEST

Time 18 May 1963	Transmitting Station	Frequencies (KCs)
190300 (2300 EDST)	WAR/AIR (Army & Air Force Radio, Washington, D.C.)	3347, 6992.5, 14405
190300 GMT	NSS (Navy Radio, Washington, D.C.)	3385, 4015, 6970, 7301, 13992
190330 GMT (1900 PST)	A6USA (Army Radio, San Francisco, Calif.)	6997.5
	NPG (Navy Radio, San Francisco, Calif.)	4005, 7301.5, 13975.5
	AG6AA (Hamilton AFB, Calif.)	7832.5

RATT RECEIVING CONTEST

Time 18 May 1963	Transmitting Station	Frequencies (KCs)
190335 GMT (2335 EDST)	WAR (Army Radio, Washington, D.C.) NSS (Navy Radio, Washington, D.C.)	3347, 6992.5, 14405 4012.5, 7380, 14480
	AIR (Air Force Radio, Washington, D.C.)	7305
190335 GMT (2135 CST)	A5USA (Ft. Sam Houston, Texas) AG4AA (Randolph AFB, Texas)	4025 4455
190335 GMT (1935 PST)	A6USA (Army Radio, San Francisco, Calif.)	6997.5
190335 GMT (1935 PST)	AG6AA (Hamilton AFB, Calif.) NPG (Navy Radio, San Francisco, Calif.)	7832.5 4001.5, 7455

(WS): Western; James Mitchum, Alan Ladd.

Assignment Outer Space (2188) (C): Melodrama; Archie Savage, Gaby Farinon.

Great Van Robbery (2189): Suspense Drama; Denis Shaw, Kay Gallard.

Backfire (2190): Drama; Virginia Mayo, Donald Macrae (Re-issue).

Lust for Gold (2191): Drama; Glenn Ford, Ida Lupino (Re-issue).

The Nevadan (2192): Western; Randolph Scott, Dorothy Malone (Re-issue).

Santa Fe (2193): Western; Randolph Scott, Janis Carter (Re-issue).

A Girl Named Tamiko (2194): (C) (WS): Drama; Laurence Harvey, France Nuyen.

Joseph and his Brethren (2195) (C) (WS): Biblical Drama; Geoffrey Horne, Belinda Lee.

Savage Guns (2196) (C) (WS): Adventure Drama; Richard Basehart.

Escape From East Berlin (2197): Melodrama; Don Murray, Christine Kaufmann.

Boots Malone (2198): Drama; William Holden (Re-issue).

So This Is Love (2199): Musical Drama; Kathryn Grayson, Merv Griffin (Re-issue).

The Jazz Singer (2200): Drama; Danny Thomas, Peggy Lee (Re-issue).

Lucky Me (2201): Musical Comedy; Doris Day, Robert Cummings (Re-issue).

Exodus (2202) (C) (WS): Drama; Paul Newman, Eva Marie Saint.

The Mongols (2203) (C) (WS): Drama; Jack Palance, Anita Ekberg.

Dangerous Charter (2204) (C): Suspense Drama; Chris Warfield, Sally Fraser.

Period of Adjustment (2205): Comedy; Jane Fonda, Jim Hutton.

Pickup On South Street (2206): Mystery Drama; Richard Widmark, Jean Peters (Re-issue).

Moonraker (2207): Drama; George Baker, Sylvia Syms (Re-issue).

I Was A Communist For The FBI (2208): Drama; Frank Lovejoy, Dorothy Hart (Re-issue).

Lydia Bailey (2209): Drama; Dale Robertson (Re-issue).



GUANTANAMO, CUBA

GUANTANAMO BAY first stepped into the pages of history when Christopher Columbus entered it on his second voyage to the New World and spent the night of 30 Apr 1494 there. He and his Spanish adventurers were looking for gold and, finding little prospect of it, left the next day.

In the following years, la Bahía de Guantánamo (Guantánamo Bay) enjoyed a reputation as a natural port for pirates, privateers and fishermen. It was also the scene of some fighting between the British and the French in the 17th and 18th centuries.

In 1741 the bay was used as a base of operations by British Vice Admiral Edward Vernon, Commander of the British West Indies Squadron, who undertook an attack on Cartagena, Colombia. The expedition was a failure, however, because the troops and sailors fell victim to tropical diseases.

In the days of the Spanish Main, Guantánamo Bay was somewhat of a pirate stronghold. It is reputed that such piratical individualists as Naum, Sores, and Rosillo made it and Escondido Bay their base of operations for some time while they preyed on shipping as it passed through the Windward Passage. Legend has it that a famous pirate named Rosario, who ranged the Caribbean, was chased into the bay and took refuge some distance up the Guantánamo River.

At other times, Guantánamo Bay was used as a haven for ships bent on more peaceful missions. The *Naval History of Great Britain* (1779) describes the bay as

“a large and secure haven, which protects the vessels that ride in it from the hurricanes which are so frequent in the West Indies.”

DURING THE SPANISH-AMERICAN WAR a U. S. blockade of Havana harbor, followed by a Caribbean pursuit of the Spanish Fleet, culminated at the end of May 1898 in the bottling-up of the Spanish Fleet in Santiago Bay, 40 miles west of Guantánamo, by the U. S. Fleet.

On June 10th of that year, a battalion of U. S. Marines was landed at Fisherman's Point to establish a naval base of operations for the campaign against Santiago de Cuba. The Marines were joined by Cuban allies and together they defeated superior Spanish forces and captured the bay.

This operation was credited with pinning down some 5000 Spanish troops at Guantánamo City and thereby preventing them from going to the aid of the Spanish forces at Santiago. This contributed considerably to winning the war. Our campaign against the Spanish in Puerto Rico was also launched from Guantánamo Bay.

IT WAS APPARENT then that Guantánamo Bay would be valuable as a coaling station and a base of operations for the Atlantic Fleet. Located 40 miles east of Santiago, near the eastern end of the south coast of Cuba, the base has a land-locked harbor of two basins, about four miles wide and 10 miles long from north to south. A narrow entrance gives protection from storms and safety

from the possibility of surprise attacks from the sea.

In 1934, a U. S. Cuban Treaty of Relations reaffirmed the 1903 lease agreement and provided that it could be voided only by U. S. abandonment of the area or by mutual agreement between the parties. Jurisdiction over the leased area is U. S.; however, sovereignty rests with Cuba.

The impact of World War II resulted in a reappraisal of U. S. overseas bases. Guantanamo, among others, was earmarked for expansion. The impetus provided by the attack on Pearl Harbor has continued to this day, although the building program is now aimed primarily at replacing temporary wartime structures and facilities.

Gitmo has enjoyed tremendous popularity since its inception with the leaders of the U. S. Navy. It has been used as a "home away from home" by almost all of the operating units of the Atlantic Fleet. Ideal training conditions exist with practically no interference from commercial surface or air traffic. Operating areas are close by, the weather is invariably good, and night life offers little distraction to visiting ships and air squadrons.

THE BASE IS A SMALL CITY with its own public utilities, police and fire department and civic organizations. Limited logistic support is available around the clock to minimize interference with training schedules. When ships and individual air squadrons complete their training, they are ready to join the Fleet and enter into advanced inter-type or Fleet-training exercises.

In 1952, the name Naval Operating Base was changed to Naval Base, Guantanamo Bay, Cuba.

The base, which occupies some 45 square miles on the southeastern tip of Cuba, about 500 miles from Miami, is of importance as a year-round training area for Atlantic Fleet ships and aircraft. In addition, it is a part of the Panama Canal defenses and also an anti-submarine base.

Though primarily a training base, Guantanamo is strategically located and dominates the Windward Passage, a shipping route between the islands of Cuba and Haiti. During World War II, control of this area was



GITMO radio station as it appeared in mid-thirties.

essential to the flow of fuel oil, supplies and troops.

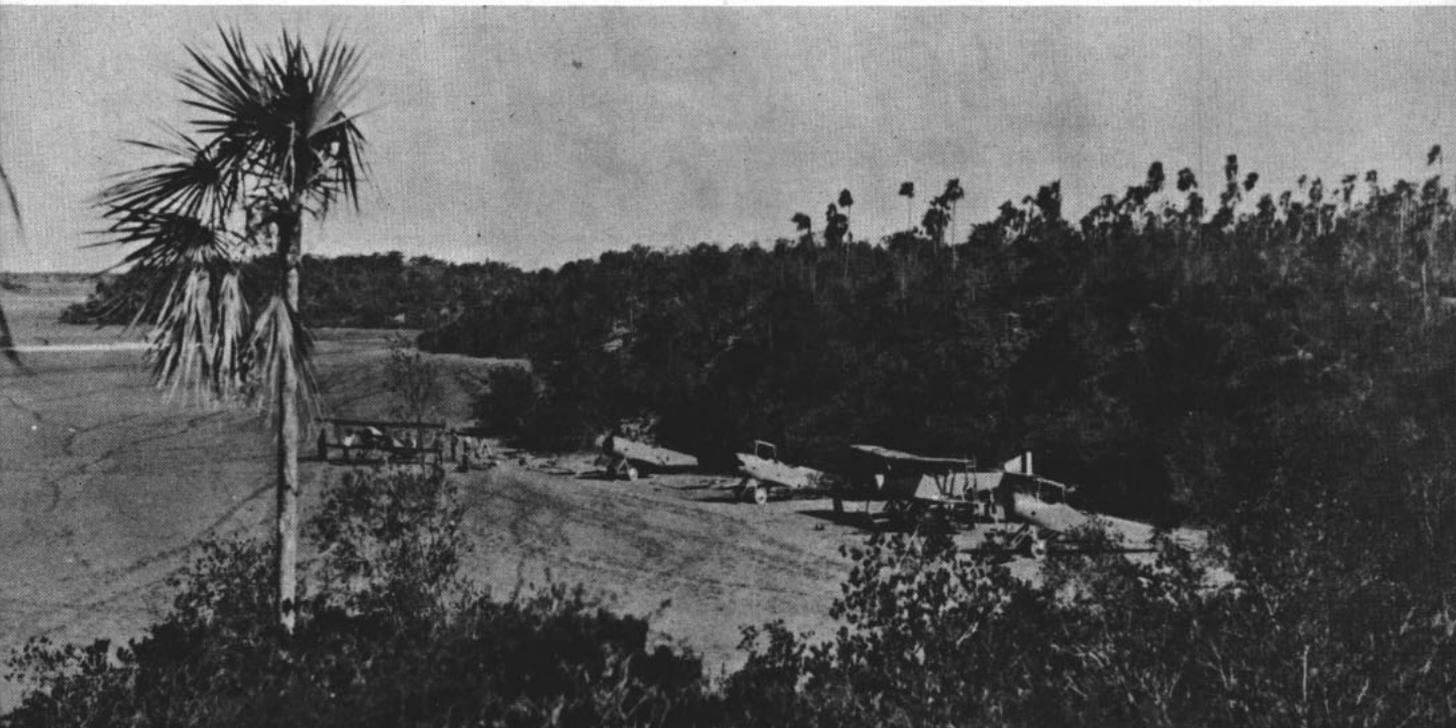
Supporting the training activities are the: Naval Base; Naval Station; Naval Air Station; Marine Barracks; Naval Hospital; Naval Dental Clinic; Public Works Center; Naval Supply Depot; VU-10; a Mobile Construction Battalion; a detachment of the Atlantic Fleet Mobile Photographic Group; and a Security Group Detachment. There is also a naval control of shipping office under COMNAVBASE.

Commander U. S. Naval Base, Guantanamo Bay, Cuba, oversees and coordinates all these activities and is charged with the over-all security of the base. As a part of this defense, all hands take part in a training program which reaches its climax each month in a ground defense exercise. Sailors, as well as Marines, fire rifles, machine guns and pistols; drill, and are trained in tactics. By the time a sailor has completed his 18 to 24 months' tour of duty at Gitmo he is as well trained to fight ashore as the sailors of the Fleet are to fight at sea.

THE ORIGINAL TREATY set an annual rental of \$2000 in gold coin, an indication of Cuban gratitude to the United States for having helped Cuba to win independence from Spain.

It has been estimated that the value of the naval base

YOU'D NEVER KNOW THE PLACE — Men and planes at Guantanamo's McCalla Field in January 1920.



is now more than \$70,000,000. In January 1961, when the United States broke diplomatic relations with Cuba, the U. S. made it clear that it would continue to operate the base at Guantanamo.

The current Cuban regime voted to uphold Cuba's international commitments when it came to power. It later declared that it would seek removal of the United States from Guantanamo through legal means. U. S. abandonment of the Base was one of the five conditions Castro laid down as prerequisites for "peace in the Caribbean" during the Cuban crisis.

Figures change from day to day, of course, but according to the latest data there are now about 300 officers, 3000 enlisted men and 2200 dependents stationed on the naval base.

All fresh water used on the base is received from a pumping plant located on the Yateras River. The water is treated and distributed for use throughout the base.

At the present time, all the electrical power used on the base is generated in the base power plants. A limited amount was purchased from the Cuban plants until October 1961 when floods damaged the transmission lines. Although it is assumed that repairs have been completed, the power supply has not been resumed.

WITH DEPENDENTS back on the base, a more complete description of living conditions in Guantanamo might be useful.

After clearance has been obtained, your family can reach Guantanamo in one of two ways. One is via an MSTS vessel which generally departs from New York. A second is MATS, which operates a schedule of four to eight flights a month from Norfolk direct to Guantanamo. Flying time is approximately six hours. Travel to the base through Cuba or from the base into Cuba is not permitted at the present time.

Housing — Guantanamo is still considered a critical housing area. Government family housing quarters are assigned to those who are authorized transportation for dependents and household effects at government expense. This includes enlisted personnel of pay grade

OLD PHOTO shows Gitmo construction project in 1942.



LOOKOUT on training exercises searches Caribbean.

E-4 with more than four years' military service, and all higher pay grades.

No matter where you may be assigned, you will be required (unless you fall in one of the categories below) to remain on the base housing waiting list until quarters become available.

Precedence on the base housing waiting list is established as of the date of actual reporting aboard for duty. The waiting time varies between two to four months, depending upon the time of year, with the shorter waiting period usually occurring during the spring and summer turnover. Entry of dependents is not authorized until family quarters are available.

Concurrent travel is usually authorized for the dependents of:

- Officers of the rank of commander and above, and all Marine Corps Officers.
- Civilian employees of the grades GS-11 and above and their Civil Service equivalent rating.
- Personnel whose wives have been accepted for employment as school teachers at the Naval Base School, after 1 July.
- Personnel whose requests for unusual and/or humanitarian circumstances have been approved by Commander Naval Base, Guantanamo Bay, Cuba.

There are 1033 family housing units of all types available.

Officers Quarters — Officers' public family quarters consist of two and three bedroom furnished houses and two bedroom furnished apartments, standard wood frame and cement block construction. The majority of three bedroom houses contain two bathrooms, have a combination living and dining room, kitchen, service porch and detached garage with servants' quarters above. The two bedroom houses and apartments are similar in design, have one bath, and are slightly smaller.

Enlisted Quarters — Public quarters for enlisted personnel consist of 596 furnished one, two and three bedroom apartment type "replacement houses" of concrete block construction. They are comfortable and cool.



TRAINEE in exercise off Gitmo mans battle station.

These units have a combination living and dining room and kitchen. There is a very large clothes closet in each bedroom, and a storage closet is located off the dining room. In addition to a pantry, the moderately large kitchen is equipped with a most adequate amount of cupboard space. All floors throughout the apartment are tiled. The windows, of which there is an abundance, are equipped with modern wood/or glass jalousies to control the ever-present breezes and provide privacy. Insect-proof screening is used throughout.

In addition, there is a low cost Defense Housing project on the base, consisting of 118 two bedroom bungalows of wood frame construction. Rental allowance is not forfeited. The monthly rental charge is approximately \$39.00 plus utilities. With the exception of stoves, refrigerators and water heaters, these bungalows are unfurnished. However, government-owned furniture, plain but adequate, is usually available and may be rented at a nominal rate.

Household Effects — All government public quarters are equipped with adequate furniture, including electric stoves and refrigerators. Much of the living room furniture is of the tropical rattan and bamboo type.

The furniture allowance does not completely furnish the living room or porch. It is advisable to bring electric fans, pictures and various other knickknacks to personalize your new home. Large or expensive rugs should not be shipped, as past experience indicates they can easily be ruined in the semi-tropical climate.

Items that you will need, that are not provided, are such things as bed and bathroom linens, a complete assortment of kitchen utensils and cooking ware, dishes, glassware, light blankets and shower curtains. A washing machine and sewing machine are very useful, especially for families with children. So is a freezer.

The electrical current on the base is the same as in the United States, 60 cycle, 110 volts, so your electrical appliances may be used without difficulty.

Arrangements for the shipment of your household effects can be made by contacting the supply officer at

the naval activity nearest your present address; or a request for information may be submitted to the Bureau of Supplies and Accounts, Navy Department, Washington 25, D. C.

Clothing — When your wife packs your steamer trunks and suitcases it would be well for her to take a good supply of cotton, linen and washable synthetic summer clothes for everyday wear. There is a dry-cleaning plant on the base but it does not specialize in ladies' clothing. Sunback dresses and spectator sport dresses are very popular for most occasions.

For comfort, shorts or similar attire can be worn around the home, neighborhood and beach areas. If she wants to wear shorts when engaged in public sports activities such as golf or bowling, only Bermuda shorts are acceptable. Exposed midriff is not considered proper attire.

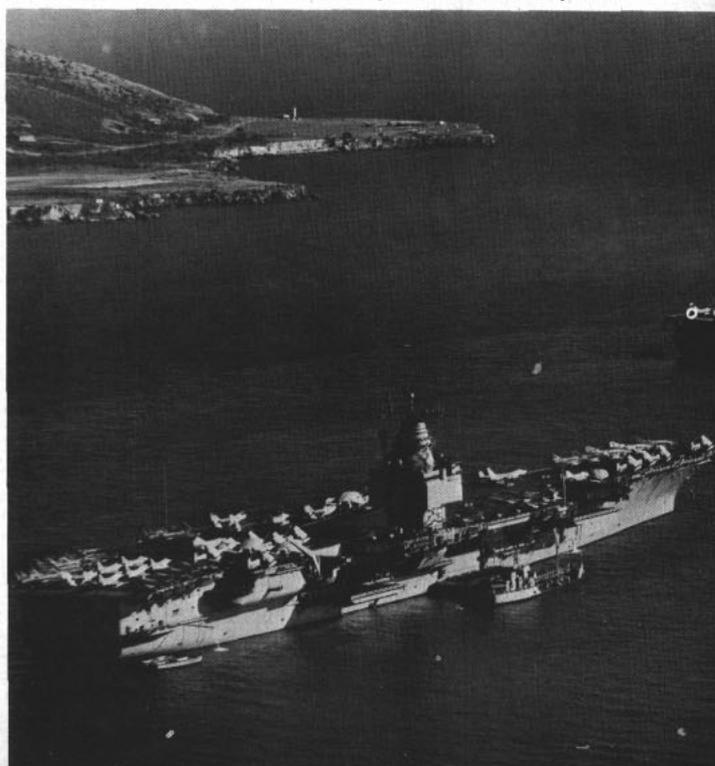
Bring along bathing suits for every member of the family. There are both fresh-water swimming pools and natural bathing beach areas. The beach sand is coarse and sharp, and coral is abundant. Therefore, to prevent discomfort or injury to the feet, a suitable light sneaker or sandal is recommended.

You will find it useful if you can arrange to keep your stateside charge accounts open. A good deal of your shopping will also be done through the mail order catalogs. You should have no difficulty in getting your name on a mailing list for catalogs if you have an overseas address.

Military Uniforms — Enlisted personnel (E-5 and below) are required to be in the prescribed uniform of the day except in and around their quarters, while engaging in sports activities and while riding to and from such activities, or at functions where a special uniform has been specifically authorized.

During working hours and until 1830 daily, officers and chief petty officers are authorized to wear the cotton working khaki, service dress khaki, tropical khaki or tropical white uniform. Other enlisted wear the undress white "B," tropical khaki or tropical white uniform.

GUANTANAMO receives honor guest, USS Enterprise.



You'll Find These Naval Activities at Guantanamo

HERE IS A RUNDOWN of U. S. naval activities at Guantanamo Bay, Cuba, and a brief summary of their functions:

- *U. S. Naval Base*—Provides a command for the administration and coordination of the components of the base. Coordinates the logistic support of all activities in the Guantanamo Bay area.

- *U. S. Naval Station*—Provides logistic support for the operating forces of the Navy and for dependent activities and other commands as assigned.

- *U. S. Naval Supply Depot*—Procures, receives, warehouses, distributes, controls and accounts for material designated for support of Fleet units and shore activities and furnishes necessary administrative services and maintenance functions incidental to these operations; performs accounting services for designated activities as directed by the Bureau of Supplies and Accounts.

- *Marine Barracks*—Provides security in coordination with the Commandant of the Marine Corps and performs such additional functions as directed by the Commandant of the Marine Corps.

- *Public Works Center*—Provides public works, public utilities and transportation support, including engineering and administrative services.

- *U. S. Naval Hospital*—Provides general clinical and hospitalization services for naval shore activities and Fleet units of the operating forces, and in addition, provides joint hospitalization for the Army and Air Force. General clinical and hospitalization services are also provided for dependents.

- *U. S. Dental Clinic*—Provides dental care for the Fleet and shore-based military personnel and for such other personnel as are authorized by law to receive

care in naval dental facilities. It provides excellent dental care.

- *U. S. Naval Air Station*—Maintains and operates facilities and provides services and material to support operations of aviation activities and units of the operating forces of the Navy and other activities and units, as designated by the Chief of Naval Operations.

- *Fleet Training Group*—Conducts shakedown and refresher training and designated inspections, provides training services and coordinates the use of local Fleet operating areas.

- *Utility Squadron Ten (VU-10)*—Provides aircraft services to units of the Atlantic Fleet. The Fleet Training Group normally coordinates the requests for local aircraft services. Commanding Officer, VU-10 is normally Commander Fleet Air Detachment and, as such, controls the administrative and operational functions of Commander Fleet Air Detachment.

- *Mobile Construction Battalion*—A mobile construction battalion's main concern during any given deployment is construction and training. The MCB present provides major construction service for the base and has been trained to operate and maintain public works and utilities on the base should this become necessary.

- *Atlantic Fleet Mobile Photographic Group (Det GTMO)*—Provides Fleet photo-triangulation services to all Fleet units. Requests for gunnery observations and triangulation services are made through the Commander Fleet Training Group while requests for other services are made directly to the officer in charge of the detachment.

- *Security Group Detachment*—Performs security group functions as directed by the Chief of Naval Operations and Commander in Chief, Atlantic Fleet.

After 1830, service dress khaki (coat optional) with necktie is mandatory for officers; chief petty officers wear the working or service dress khaki (coat optional) with necktie mandatory; and the uniform changes to undress white "A" for other enlisted personnel.

Four service dress white uniforms will serve officers and chief petty officers adequately.

Automobiles—There are approximately 70 miles of passable roads throughout the base. Although free bus transportation is available between major points, some means of personal transportation is recommended. You

can either bring your own car, or you can arrange to buy a used car from someone leaving the area. There are also quite a number of motor scooters in the area. These too are passed along at reasonable prices.

From a climatic standpoint, new cars will depreciate no more in Guantanamo than in South Carolina or Florida. Due to the scarcity of trained automobile mechanics, it is advisable to bring a late model car.

However, an older car, if placed in good operating condition before shipping, will serve adequately. Under normal conditions, the Navy Exchange garage is fully





VISITORS can find plenty to do at Guantanamo Bay.

equipped to accomplish most repairs. Some spare parts are available locally, but those not obtainable must be ordered and shipped from the States. The lower priced cars and compacts seem to be the most popular with base personnel.

Automobiles for personnel in pay grade E-4 with over four years' service, and higher pay grades, can be shipped at government expense. As there normally is a backlog of automobiles awaiting shipment, it is advisable to turn your automobile into the point of shipment as early as possible.

There are a limited number of sedans in a "U-drive-it" pool operated by Special Services Division which are available for rental on a "first-come" basis for periods up to 30 days.

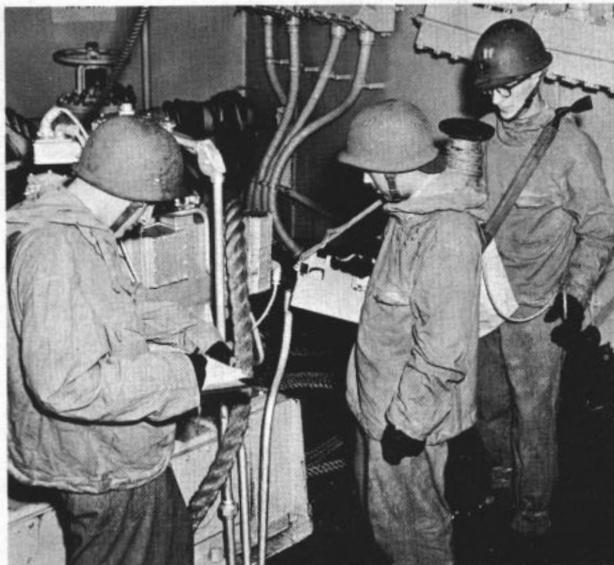
Medical Facilities — Full medical facilities are available.

A hospital was completed in 1956 and is completely air-conditioned and hurricane-proof. The hospital is completely equipped for all routine and emergency care. Limited dental care is provided to dependents by the dental clinic, without charge.

Exchanges — There are two exchanges on the base, with associated activities. They offer adequate selections of clothing and shoes in popular sizes for all members of the family. Also carried are household linens, silver plate and sterling articles, souvenirs, photograph supplies, candy, smoking items, electrical appliances (refrigerators, washing machines), hardware, toys and phonograph records.

Commissary Store — The Naval Station Commissary Store has an ample supply of packaged foods, baby foods (both infant and junior), household goods, staple items and some personal items. The meat and produce departments are kept supplied periodically by commercial ships making trips from Norfolk. Fresh milk, fruits, vegetables and frozen foods from the States are usually on hand. Prices are somewhat higher than in the supermarkets in the States.

THE MSTS TRANSPORTS passing through Guantanamo Bay will permit families to embark, on a space available basis, for a trip to the Canal Zone and return, tak-



HOT SPOT—These men simulate a hunt for radioactivity.

ing five days for the cruise. The transports normally remain in the Canal Zone approximately 32 hours, and all passengers are permitted to go ashore.

If you wish, you may make arrangements for a trip to San Juan on the transport's return trip to New York, then return to Guantanamo when the transport passes through San Juan the following month on the southern leg of its trip. The MSTs charges for these cruises are very reasonable, although they are subject to change without notice.

Auxiliary type vessels in the Guantanamo Bay area for training purposes that are equipped to accommodate women passengers, occasionally make week-end trips to the nearby island ports of Kingston, Jamaica, or Port-au-Prince, Haiti. Children under 12 are not eligible. The ships normally depart from Guantanamo Bay on late Friday afternoons, arriving at their destination early the following morning. Departure time is usually late Sunday afternoon, arriving at Guantanamo early Monday morning. The shipboard charges involved are those for four meals on board and possible linen service. You are not permitted to subsist on board the vessel during its stay in port.

Dependents are permitted on naval aircraft for recreational transportation within the 10th Naval District and on MATS aircraft to the continental U. S. One trip per normal tour is authorized via naval aircraft. One trip per year is authorized via MATS. Transportation is on a space available basis only. Dependents must be accompanied by sponsor.

Religion — The chapel has a seating capacity of approximately 460 persons. Both Catholic and Protestant chaplains are permanently assigned. Divine services are regularly conducted.

Education — The naval base school provides educational facilities from nursery school level through high school.

The nursery and kindergarten are self-supporting. Tuition charges are \$12.00 to \$15.00 per month. A child may enter the nursery school at any time during the school year after he has reached his third birthday. To enter kindergarten the child must have had his fifth birthday on or before 1 January of the current school

Statistics Give Picture of Gitmo

Personnel

Officers	300
Enlisted Men	3000
Military Dependents	2200
Other U. S. Citizens and their Dependents ..	630
Native and Alien Civil Service Employees ...	2134
Native and Alien Non-Civil Service Employees	1610
Total Personnel	9874

Housing

Total Family Housing Units (with more being built)	1033
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Schools

Classrooms	41
Total Enrollment (average)	1000

Base Area

Land	19,625 acres
	30.6 sq. miles
Water	9196 acres
	14.4 sq. miles
Total	28,821 acres
	45 sq. miles

Civilian and Structural Facilities

Paved Roads	65 miles
Unpaved Roads	92 miles
Fence Line	24 miles

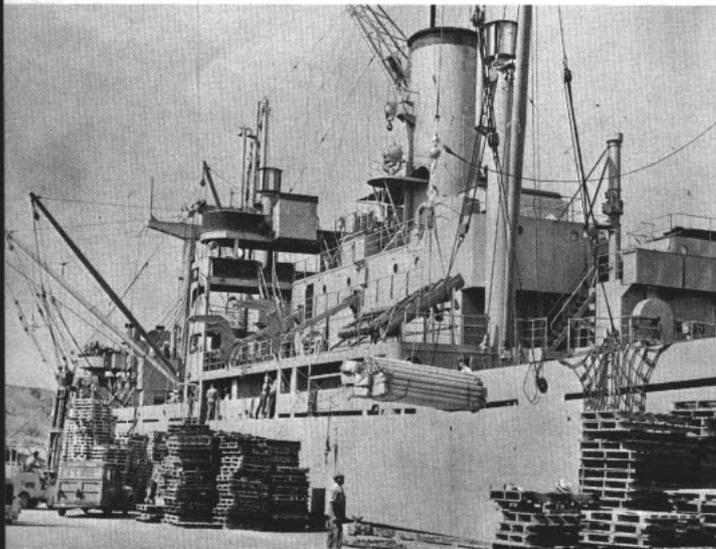
year. Those six years old on or before 1 January of the current school year are eligible for the first grade of the public school.

There are no tuition charges for Navy dependents entered in the public school. The school is well equipped and has a competent staff. It is accredited by the North Central Accrediting Association of Colleges and Secondary Schools. Transportation to and from kindergarten, elementary and high school is provided at no cost. School books are also furnished free to all children.

The school year commences the last week in August and ends the third week in May.

THROUGHOUT THE YEARS a determined effort has been made to counteract the plain hard work involved in the intensive Fleet shakedown and refresher training by providing a wide range of recreational facilities. At

THE DOCKS of Guantanamo are supplied from an AK.



Gitmo you can find the following, all for your enjoyment.

- Three baseball fields; one lighted for night games.
- Eight softball fields; three lighted for night games.
- Six swimming pools.
- Eight basketball courts.
- Twenty bowling alleys.
- Five outdoor motion picture areas.
- Eight volley ball courts.
- One golf course (27 holes).
- One driving range.
- Four boat rental and sailboat rental facilities.
- Four hobbyshops. Also, one photographic dark-room; two riding stables; 80 rental bicycles; one roller-skating rink; and one boxing ring.

WGBY radio and television operate seven days a week, broadcasting 125 hours of radio and 53 hours of television. WGBY radio, with 1000 watts of power, operates on 1340 kc's and WGBY TV is Channel 8.

Both are manned and operated by naval base military personnel, with feature radio and television programs presented by volunteer military personnel and their dependents. WGBY radio and television are affiliated with the Armed Forces Radio Service.

There are two beaches, the largest of which is equipped with 20 cabanas. There are seven "Bull's Eye" sloops which are available to qualified sailors at the naval station boat locker. These boats are also utilized in the local yacht club racing series. The boat locker also has 35 outboard motor boats, fishing and lobstering gear for rental. The naval air station and the Marine barracks also operate similar boating facilities on a somewhat smaller scale.

Skin diving is a popular off-duty activity. A swimming pier was constructed recently adjacent to the recreation park at Windward Point near the entrance of the bay. The swimming pier serves as a launching platform for the underwater spear fishermen.

Each specific group has its own club. Enlisted men have the "White Hat Club." This has the facilities for serving light meals and beverages and also has an outdoor patio. There is an excellent chief petty officers' club and the Morin Center family lounge which is located in the housing area. The Marine barracks has its own club, as does the naval air station.

The officers' club has many facilities including a dining room, dancing pavilion, stag bar, bowling alleys, tennis courts, a swimming pool for the adults and two separate ones for the youngsters. There is a snack bar for serving light lunches and beverages throughout the day.

Five separate restaurants are available. One of them, at the air terminal, provides meals at odd hours for personnel arriving and departing by aircraft. Marine barracks operates a family restaurant that specializes in Chinese food as well as the standard fare. There is a drive-in restaurant which might be more accurately termed a "walk-in" restaurant because most of the customers are Fleet sailors.

Morin Center, located in the Granadillo Point housing area, is a combination restaurant and cocktail lounge. Steaks, chicken and seafood are the more popular dishes. Movies, bingo and dances are held regularly.

Recreation and sports facilities are an important morale factor at an overseas base. As you can see from the above listing, the Navy does its best for Navy families at Guantanamo, and morale is high.

ALL HANDS



ON THE JOB — Concrete crew of Mobile Construction Battalion Eight pours housing pads at Gitmo base.

'Can Do' Spirit in Cuba

TODAY'S SEABEES have much in common with the Seabees of 20 years ago, even though the structure and operational aspects of the Navy's Construction Force have changed.

During World War II, members of the hastily formed CB units rolled up their sleeves and went to work with hammers and bulldozers building advanced bases, airfields, highways and bridges in places that, but for the war, would be considered highly unlikely sites for major construction projects.

Overnight, jungle trails became wide, level highways. Jagged coral beach areas were turned into airfields.

The Seabees were prepared to defend what they built. They were as expert at fighting as they were at working.

Seabees still build things, and can defend what they build. But the times have changed the face of the Construction Force.

The Seabee himself has changed. He's younger (average age of today's Seabee is 22) than his World War II counterpart (who was 33). And, since he is younger, he may be less experienced in construction work than the civilian professionals who were issued Navy uniforms, tools and guns, and shipped out for the duration of the war.

The Seabee of today is a highly trained technician who specializes in some phase of construction work. He has attended at least one technical school. And, he is better trained militarily than he ever was before.

All Seabees receive basic military training (not to be confused with boot camp) under the supervision of tough, combat-hardened Marine Corps officers, and advanced military training which is repeated at regular intervals. The latter includes weapons qualification (all types), and fire team, squad, and larger unit tactical training that's geared to defensive combat type operations.

Veteran Seabees think the young, highly trained Navy

construction men of today have lost some of the cigar-chewing, unshaven, gruff-voiced, razzle-dazzle of wartime. But they can be tough.

A CASE IN POINT is the part the modern Seabee has taken in the defense of the U. S. Naval Base at Guantanamo Bay, Cuba.

Several years ago the Chief of Naval Operations told the Construction Forces that, until further notice, a fully manned, completely equipped Mobile Construction Battalion would be located at Gitmo on a day-to-day basis. This was a precautionary, defensive move; the Seabees were figured to be the right people to have at Gitmo in view of the shaky, sometimes critical Cuban situation (ALL HANDS, December 1962; January 1963).

The five Atlantic area Mobile Construction Battalions (MCBs One, Four, Six, Seven and Eight have been taking turns at holding down the fort at Gitmo. At present, MCB Seven is there, having relieved MCB Four. A normal MCB tour at Gitmo is six months.

The deployment of the MCBs to Guantanamo Bay is

ON THE LINE — Seabees work on base fortifications.





ROUGH AND READY — Members of MCB Four receive combat training while on rotation from Gitmo.

based on what is expected of the Seabees in line with their over-all mission. They must:

- Be ready to provide construction support to Naval, Marine Corps, and other forces as directed.
- Be ready to conduct disaster control operations, including emergency public works operating functions.
- Be ready to conduct defensive operations as dictated by the deployment situation.

At Guantanamo Bay, the Seabees have demonstrated most convincingly that they are ready to do all these things, and more.

One week end last October a number of fast moving

A Pat on the Back for MCB 7

The Commander of the U. S. Atlantic Fleet Service Force, Rear Admiral Denys W. Knoll, USN, has sent a letter of commendation to the Commanding Officer of Mobile Construction Battalion Seven for the outstanding performance of the battalion in support of the Cuban operations during the quarantine period.

RADM Knoll's letter read in part: "Subsequent to commencement of the Cuban Quarantine operations MCB Seven was deployed to Guantanamo Bay, Cuba, to augment construction battalion forces already on station.

"Upon arrival, MCB Seven immediately engaged in construction programs designed to strengthen the fortifications of the Naval Base, Guantanamo Bay. These programs were undertaken at a tremendously accelerated rate, and in a very short period of time, the defensive positions had reached a more than acceptable condition of readiness. Additionally, personnel of MCB Seven were assigned to the ground defense forces of Guantanamo, as an integral part of the U. S. Marine contingent.

"The splendid performance of MCB Seven in the rapid preparation of defensive positions and the high state of training which preceded their integration into defensive positions contributed in large measure to outstanding readiness conditions obtaining throughout the Cuban Quarantine period.

"You are commended for the outstanding performance of MCB Seven in support of the Cuban operations. Well Done."

events in Cuba resulted in the evacuation of dependents from Guantanamo Bay, and the landing of Marine infantry battalions. The Marines, of course, were ordered in to Gitmo to strengthen the base's regular defensive complement, which consists of regular base personnel—mostly Navy men.

WHEN THE MARINES landed they found their defensive positions already occupied by the Seabees of MCB Four, who could have passed for Marines—they wore green Marine utilities, polished boots, and carried weapons they knew how to use. On their caps, they wore their Navy rank insignia.

As part of the Gitmo base defense operation, the MCBs regularly provide two companies of riflemen for the Naval Emergency Ground Defense Force.

The week end the Cuban situation became serious (President Kennedy announced the naval quarantine of arms shipments to Cuba and the evacuation of dependents from the base), MCB Four was taking part in a routine NEGDEF exercise. Overnight, it turned from an exercise into the real thing.

After the Marines landed and took over the bulk of the ground defense chores, the Seabees provided front line support by setting up camp near the defense line.

During the first two weeks of the crisis, the Seabees built more than 20 miles of new roads which, in case of an attack on the base, would have been invaluable to the Gitmo supply and communications network. A line of new concrete and steel bunkers was built.

While the Seabees on the front line were working on defense construction projects, others were at work in the rear, converting existing ammunition storage bunkers into command posts and, in other areas, building new command posts to order.

THE SEABEES worked around the clock in two shifts.

Front line construction crews couldn't work at night, but did the job so fast in the daytime it took two shifts at the base to keep up support.

The bulk of the early crisis construction was handled by MCB Four. But MCB Seven, which was to relieve Four in December, was on the job early in view of the emergency. (An advance force of 50 MCB Seven personnel had been at Gitmo since 14 October to make preparations for the arrival of the main battalion.)

On 26 October, an LST departed the Atlantic Construction Force bastion at Davisville, R. I., with 336 enlisted men and eight officers of MCB Seven, and new construction equipment. The battalion had cut short its regular training schedule and moved out for Gitmo after only a few days' notice. (Dependents of the Seabees, of course, were left behind, which is the standard MCB procedure.)

On 30 October, the ramp doors of the LST swung open at Gitmo and the men of MCB Seven went ashore and turned to with their MCB Four colleagues.

By last December, the critical situation at Guantanamo Bay had been eased, and most of the Navy and Marine Corps dependents were permitted to return to the base in time for Christmas.

MCB Four moved out for Davisville, but MCB Seven is still at Gitmo working on base construction projects. It is also giving the Naval Emergency Ground Defense Force some tough foot soldiers in the form of Seabees.



AT GITMO — A small group of Marines pose for their photo. *Rt:* A Marine sentry watches base's border line.

Marines on Guantanamo

POST-CRISIS GUANTANAMO, for the Marines, is very much like it was that sunny October day when President Kennedy announced the presence of offensive missiles in Cuba.

The Guantanamo Bay Naval Base still consists of 45 square miles, some 14 of which are under water.

The square mileage consisting of terra firma is separated from the remainder of Cuba by a chain link fence surmounted by three strands of barbed wire.

The fence is still guarded by United States Marine sentries and their sentry dogs.

Perhaps the Marines assigned during the crisis to patrolling the fence at night felt the strain more than anyone else. They never knew whether the noise they heard in the bush at night was a frightened animal or a Cuban militiaman.

They had their instructions and were prepared to follow them, but their responsibility was rather awesome, for an ill-advised shot could conceivably have triggered World War III.

At the beginning of the crisis, the Marines at Guantanamo girded themselves for an invasion. Fortunately, the only invasion which materialized was the arrival of thousands of men of the Fleet Marine Force in planes which darkened the sky.

With this sudden influx, barracks facilities became taxed and gave way to encampments of pyramidal tents. The incoming Marines demonstrated their training and ingenuity in rigging up sanitary, bathing and recreational facilities.

The Marine Exchange, which had lost most of its English-speaking help when United States civilians were evacuated, depended upon hastily recruited Cuban personnel whose English was on the sketchy side or non-existent.

Off-duty Marines found themselves short of recreational equipment at first, but the situation soon corrected itself when the Barracks Special Services inventory of equipment ballooned to an amount exceeding \$80,000.

Paradoxically, the stream of Cuban nationals, many of whom had worked at the base for 20 or 30 years, continued to flow in from Castro's Cuba without interruption.

The only readily apparent change was the reduction of entrance channels to one gate. The influx of Cubans through this gate was some 3000 workers per day.

The bunkers and the pre-fabricated foxholes built by the Seabees for the Marines are still there. So are the roads bulldozed through the base where no roads existed before.

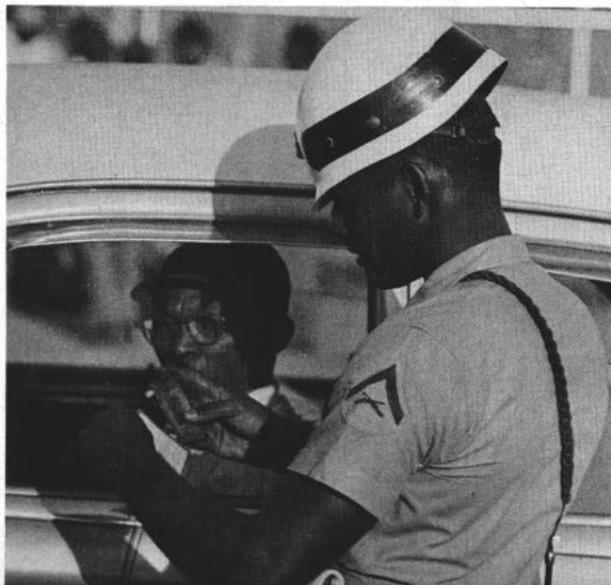
After the crisis, the Fleet Marine Force left Guantanamo and the tent cities disappeared.

With the return of dependents and other United States civilians, operations at the Marine Exchange returned to normal.

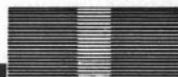
The swimming pools, beach, golf course and tennis courts are occupied as usual.

Perhaps the only difference in the life of Marine Corps families at Guantanamo is a slight undercurrent of tension and, if possible in the always alert Marine, a keener edge to alertness.

MARINE GUARD checks pass of worker leaving base.



DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **WELLBORN, Charles, Jr., VADM, USN**, for service as Chairman, U. S. Delegation, United Nations Military Staff Committee, and as Commander Eastern Sea Frontier and Commander Atlantic Reserve Fleet, from March 1960 to January 1963. VADM Wellborn made significant contributions to the Free World's efforts for international stability and mutual understanding. He displayed outstanding organizational ability, keen perception, and resoluteness in improving the procedures and facilities for logistic support of Fleet units and in planning the wartime control and operation of shipping from the East Coast of the United States.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **NUNN, Ira H., RADM, USN**, for service as Commandant, Ninth Naval District, from August 1961 to March 1963. With marked skill, resourcefulness, and organizational ability, RADM Nunn effectively coordinated the efforts of the various naval commands in the Ninth Naval District, materially strengthening their support to the Navy. His leadership has been a strong contributing factor toward the mutual understanding and coordination of effort existing among the commands and communities of his District.

Gold Star in Lieu of Second Award

★ **TOWNER, George C., RADM, USN**, for service from December 1960 to March 1963 as Commandant, Thirteenth Naval District; Commander, Northern Sector, Western Sea Frontier; and Commander, Northern Sector, Naval Defense Forces, Eastern Pacific. A dedicated leader, RADM Towner successfully solved many complex problems involving military and civilian policies during this period. He was particularly successful in maintaining and improving

extremely cordial relations with the Canadian community adjoining the Thirteenth Naval District.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **COLE, Don R., SN, USN**, for heroic conduct on the afternoon of 8 Sep 1962, while in a liberty status from *USS Providence* (CLG 6) at Yokosuka, Japan. Witnessing two small Japanese boys fall into Yokosuka Bay, Cole immediately raced to the scene, dived fully clothed into the cold, swift-running current and, although hindered by the actions of the panic-stricken boys, managed to keep them afloat until aided by another rescuer in towing them to the safety of the shore.

★ **SINGLETON, Harold L., LTJG, USN**, for heroic conduct on the afternoon of 19 Oct 1962 while serving as Detachment Electrical Officer with Airborne Early Warning Squadron Pacific, Midway Detachment. When a fellow officer inadvertently contacted an open fuse while inspecting a 2400-volt electrical fuse panel, and immediately suffered a continuous, high-voltage, electrical shock which bound him to the panel, LTJG Singleton, who was the only person in the victim's company, quickly attempted to actuate the master circuit breaker switch, but was unable to do so because of shocks received from his companion's body. After summoning help, he removed his belt, placed it around the victim's legs, and managed to pull him free from the power source. He then administered external cardiac massage to his companion.

★ **SMITH, William E., Jr., LT, USN**, for heroic conduct on 25 Jun 1962 while serving on board *USS Tiru* (SS 416). When a casualty occurred while the ship was submerged, trapping 18 men in the after two compartments, LT Smith, equipped with an oxygen breathing device, was a member of the first rescue team to enter the compartments which were filled with toxic gas. Finding almost all of the trapped personnel unconscious, and hampered in his rescue efforts by the bulky oxygen breathing device, he removed the device and then repeatedly entered the toxic gas-filled spaces, moving four men to safety before

being overcome. Reviving quickly, he reentered the compartments by another route and succeeded in moving three additional men to safety before losing consciousness again.



AIR MEDAL

"Awarded for meritorious achievement in aerial flights . . ."

★ **FRANKE, Fred A. W., Jr., LCDR, USN**, for achievement in aerial flights on 12 and 16 Sep 1962 in connection with the establishment of three world records for amphibians. As pilot of a Coast Guard version of the Navy UF-2 *Albatross*, LCDR Franke flew to an altitude of 27,380 feet, setting a world altitude record for amphibians with a 2000-kilogram load. In addition, as copilot of the same aircraft, he participated in the establishment of a world altitude record of 29,460 feet for amphibians with a 1000-kilogram load, and a world speed record of 151.4 miles per hour for amphibians over a 5000-kilometer course with a 1000-kilogram load.

Gold Star in Lieu of Second Award

★ **HOFFMAN, Richard A., LCDR, USN**, for meritorious achievement in aerial flight on 16 Sep 1962 in connection with the establishment of a world speed record for amphibians. As pilot of a Coast Guard version of the Navy UF-2 *Albatross*, LCDR Hoffman succeeded in establishing a world speed record of 151.4 miles per hour for amphibians over a 5000-kilometer course with a 1000-kilogram load.

Gold Star in Lieu of Third Award

★ **MOORE, Donald E., LCDR, USN**, for meritorious achievement in aerial flights on 12 and 16 Sep 1962 in connection with the establishment of three world records for amphibians. As pilot of a Coast Guard version of the Navy UF-2 *Albatross*, LCDR Moore flew to an altitude of 29,460 feet, setting a world altitude record for amphibians with a 1000-kilogram load. In addition, as copilot of the same aircraft, he participated in the establishment of a world altitude record of 27,380 feet for amphibians with a 2000-kilogram load; and, as navigator, in the establishment of a world speed record of 151.4 miles per hour for amphibians over a 5000-kilometer course with a 1000-kilogram load.

THIS MONTH, you will find here a list of representative books which describe people and places of the Pacific. However, these are only samples. There are many more waiting for you in your ship or station library. For more on this subject, see last month's special issue of ALL HANDS on the "Navy in the Pacific."

Olson's Orient Guide, by Harvey S. Olson, is as good a beginning as any. A thick, thick book (960 pages), yet small enough to slip in your pocket, it includes information on most aspects of travel in the Far East—where to go, how to get there (this shouldn't bother you too much), how long to stay (nor this), what to see and do, what to buy and where to buy it, where to stay and what and where to eat. It's difficult to understand how the man gets around, but he gives a list of personally approved hotels and detailed descriptions of noteworthy hotels and inns. He fills you in on the culture and history of Japan, the Philippines, Hong Kong, Hawaii, Macao, Singapore, Taiwan, Thailand, Malaya, Cambodia, and Vietnam. He earlier completed a similar book on Europe. Nice work if you can get it.

Two books on Japan—**These Horned Islands**, by James Kirkup, and **Reluctant Ally**, by James Cary, form a good introduction to the specifics. *Horned Islands* is a travel book about the Japan the tourist rarely sees. The author taught at a university located in Honshu, a region still largely unvisited by foreign tourists, but one that may be the most truly Japanese in temperament, landscape and customs. He tells how the ordinary Japanese citizen really lives—festivals, popular drama, bathing, eating and drinking, the problems of ordinary family life. He describes with a professional's touch the spectacle of overcrowded streets, ever-changing landscapes, and the surprises and contradictions of a remarkable people.

Reluctant Ally emphasizes the political angle. Under the occupation, says Cary, Japan learned the patter but not the practice, of democracy. Immediately after that event, the country was shaken by the antagonisms of the political extremists, which resulted in riots. Badly shaken,

her democratic government is still struggling for a stable government which will help keep the balance of power tipped to the West. All Asia, warns Cary, may be lost to the Communists if the forces attempting to subvert Japan are not defeated. A much different viewpoint, you will observe from these brief notes, from *Horned Islands*.

It seems appropriate at this point to consider **The Philippines**, by Albert Ravenholt. (This is the fourth in a series sponsored by the Asia Society. Other titles are *Thailand*, *Ceylon* and *Indonesia*). An over-all survey of the land and the people, the author attempts to cover Philippine history from the earliest settlements through Spanish and U. S. rule, Japanese occupation during World War II to present-day independence. He touches on the economy of the islands, social structure, religion, education, arts and pleasures. Politics, he suggests, might almost be called a national sport, and discusses the political institutions and habits to show why this may be so.

Two others—**The Realm of the Green Buddha**, by Ludwig Koch-Isenburg, and **Tangaroo's Godchild**, by Olaf Ruhen, are definitely not of the whither-away type. *Godchild* will do much to revive your dreams of lush, far-away South Sea isles. Ruhen first tells of his childhood spent by the sea around northeastern Australia, with hauntingly beautiful chapters devoted to whales, seals, fishing, sailing, the Trobriand Islanders and the early Europeans of the area. Later, he ranges further over the South Pacific, visiting several "paradises." (But he notes that men

who finally find their desert islands are rarely happy there). He is more than just a tourist, however. He shows how the technique of a native craftsman, the physical aspects of the sea and the land, the unique structure of a society explain history, migrations, legends and religious belief. Tangaroo, by the way, is the Polynesian sea god.

Green Buddha tells of the adventures of the author in his role as botanist, animal collector, nature lover and traveler during an expedition to Thailand. Why did he choose that particular area? It seems that a white-handed gibbon named Koko who came from Thailand so enchanted the author's household that there was nothing to do but investigate the origin of such a charming creature. Although Koch-Isenburg discusses the people he meets and his understanding of their Buddhist faith, his descriptions of scenes in nature predominate. There is his brush with a king cobra, his capture of a black panther, his ministrations to a seasick tiger. An elderly Thai gentleman shows him how to capture a giant cobra with his bare hands. (It is to be assumed that one either passed or failed this course of instruction. No intermediate marks).

HMS Bounty, by Alexander McKee, is the factual account of the incidents which formed the basis of the famous trilogy by Nordhoff and Hall. McKee describes Bligh's relationship to his crew, gives a step-by-step account of the mutiny itself, the 3600-mile boat trip, and the court-martial. Two schools of thought seem to have arisen concerning Captain Bligh; one, that he was simply sadistic and the mutiny was an inevitable result; the other, that it was merely a haphazard rebellion, spurred by dreams of soft South Sea islands. McKee has a few words to say about that, too.

Almost predictably, we wind up this account with mention of **Hong Kong**, by Gene Gleason. Not necessarily a tourist book (although he touches on that, too), Gleason has set out to give a straightforward description of the city itself. It's a fertile subject. Tourists swarm here from all over the world in search of sights and bargains. Drug addiction, criminal secret societies, and official corruption are its enemies, yet it is firmly governed and is prosperous. As the man says, it is the show place of the Orient and the market place of East and West. Visit it if you can.



"This one is titled space."

TRIFRAIL TALK

NO DOUBT ABOUT IT, Navymen are statistically minded. Led astray we presume, by our Editor-in-Charge-of-World-Shaking-but-Irrelevant-Statistics (who, happily for the rest of the staff, has been quiescent lately), Navy journalist Stewart Prentiss has been collecting some statistics of his own. He rushes to inform us that, during her recent deployment in the western Pacific, crewmen of *uss Chipola* (AO 63), using the traditional hand-over-hand method permitted some 60 miles of line to pass through their hands while refueling ships of the Seventh Fleet.

While the resultant calluses and blisters were subsiding, the arithmetically minded ship's cooks made journalistic history of sorts by announcing that, during the 158-day deployment, they served the 299-man crew 525 complete meals, for which they prepared 33,872 pounds of meat (enough to build a steer 200 feet tall), 57,361 pounds of fruit and vegetables, 17,425 pounds of bread and flour, and 884,000 cups of coffee. Sounds like a somewhat unbalanced diet to us.

Perhaps in the making of all that coffee (5.2 cups per man per meal, is the way we figure this, in the absence of our EICOWSBIS), *Chipola's* engineers distilled 1,350,490 gallons of fresh water—enough, interjects Prentiss, to serve a family of three for 25 years. While estimating how much water a family of three might consume, the engineers also found time to pump 15,142,314 gallons of fuel oil and aviation gas to customer ships during refueling and consumed 1,986,194 gallons of fuel while steaming. Meanwhile, engineering personnel stood an average of 1109 hours of watch.

They were greeted by 40.3 families waiting on the pier at Pearl—or maybe they got their decimal points snafued.

★ ★ ★

Enough of that. Want another kind of success story? Consider the destiny of Captain James C. Maxwell, BM1. Back in 1947, Jimmy Maxwell, SN, reported aboard *YTM 405* for a four-week tour of training duty. Sixteen years later, he again reported aboard the *NavSta Service Craft* activity for assignment. He ended up as skipper of his old *YTM* and likes it so well he hopes to be a tugboat owner when he retires.

★ ★ ★

The Navy really must have something on the ball. For further confirmation of our thesis, maintained in the preceding pages of this publication, we refer you to the career of ENS William T. Green, who not too long ago received his commission from OCS.

Ensign Green joined the Army reserve in 1952; two years later he went on active duty with the Marine Corps. After this tour, he rejoined the Army Reserve while attending college part time. In 1958, he was accepted at the Army OCS, and a year later was commissioned second lieutenant in the Army Reserves.

Seeking the well-rounded life, he followed this with a direct commission as LTJG in the Coast Guard Reserve. Now convinced that a military career was for him, he made his final choice—the Navy. To start things off right, he was selected as regimental commander for his class.

All this simply goes to show that the Navy has more facets than you can shake a stick at. Something different for everyone.

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 Career Publication, 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.

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The Bureau should be kept informed of changes in the number of copies required.

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● THE TRAGIC LOSS of *USS Thresher* (SSN 593) with all personnel aboard on 10 April 1963 is mourned by the Navy and all of America.

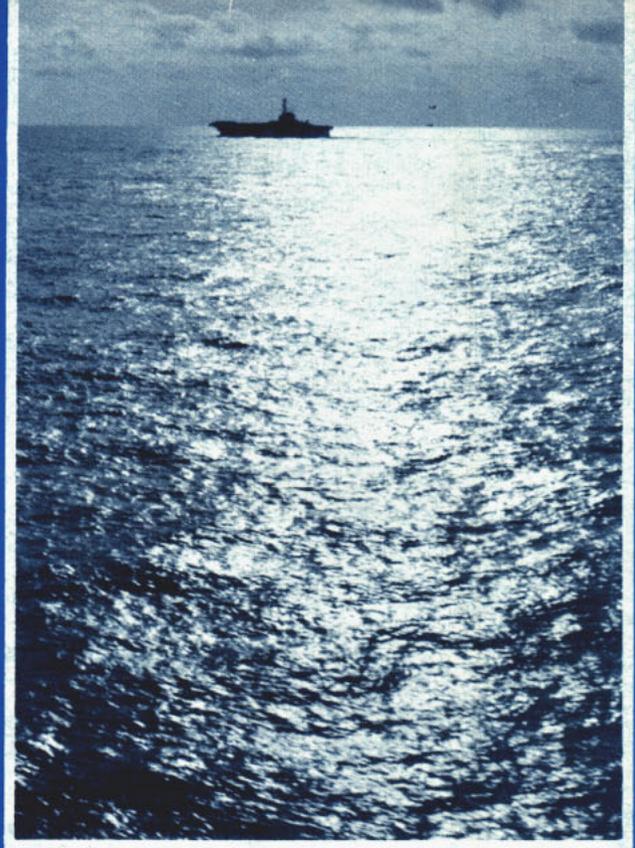
A black and white photograph of a nuclear test. A large, billowing cloud of white steam and dark smoke rises from the water's surface, with a bright flash of light at its base. The sky is overcast with scattered clouds. The water in the foreground is dark and textured.

USS THRESHER (SSN 593)

IN MEMORIAM

10 April 1963

on duty



from Sea to shining Sea..



U.S. Navy