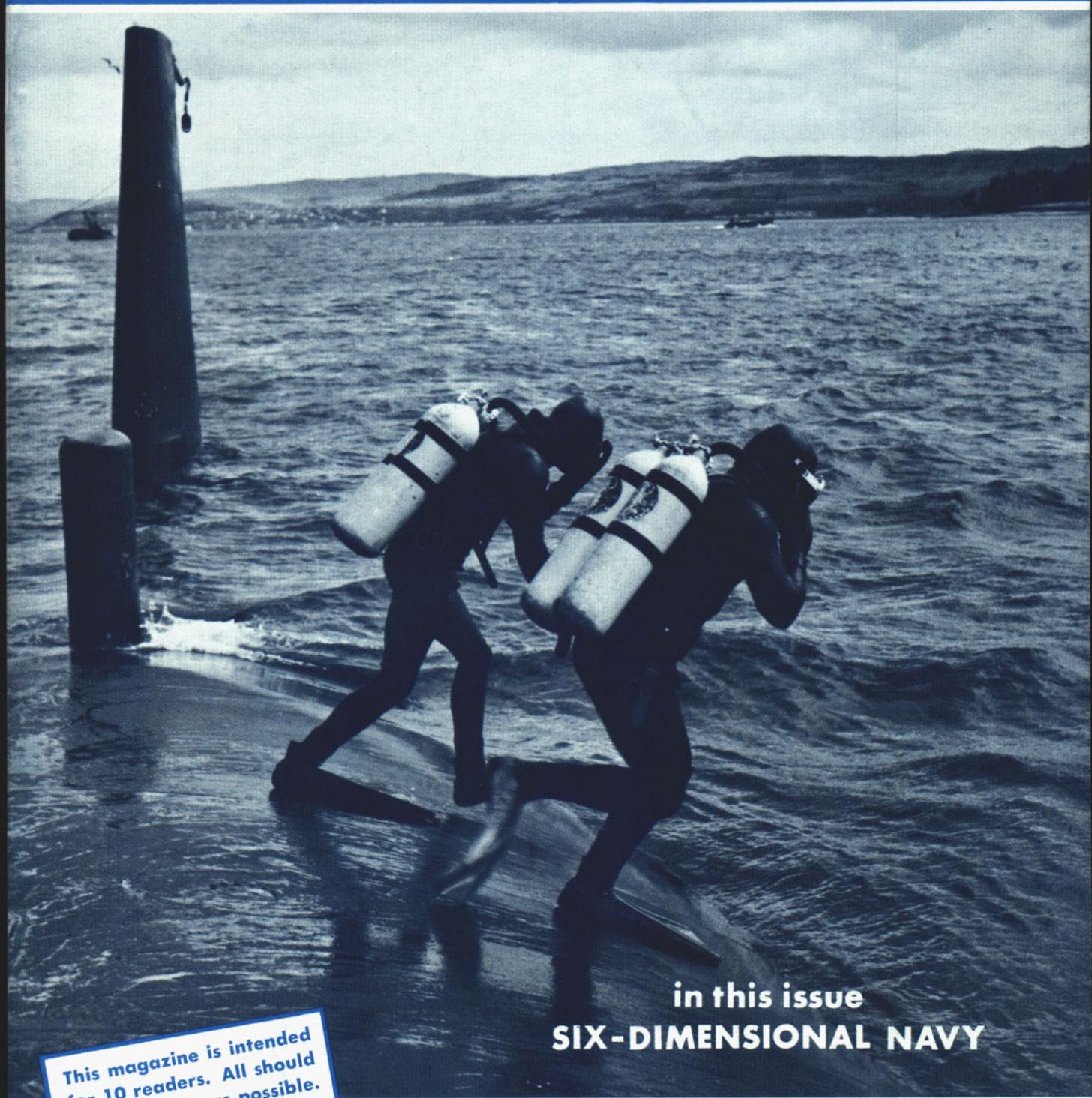


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



in this issue  
**SIX-DIMENSIONAL NAVY**

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
**PASS THIS COPY ALONG**

SEPTEMBER 1963



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1963 Nav-Pers-O NUMBER 560

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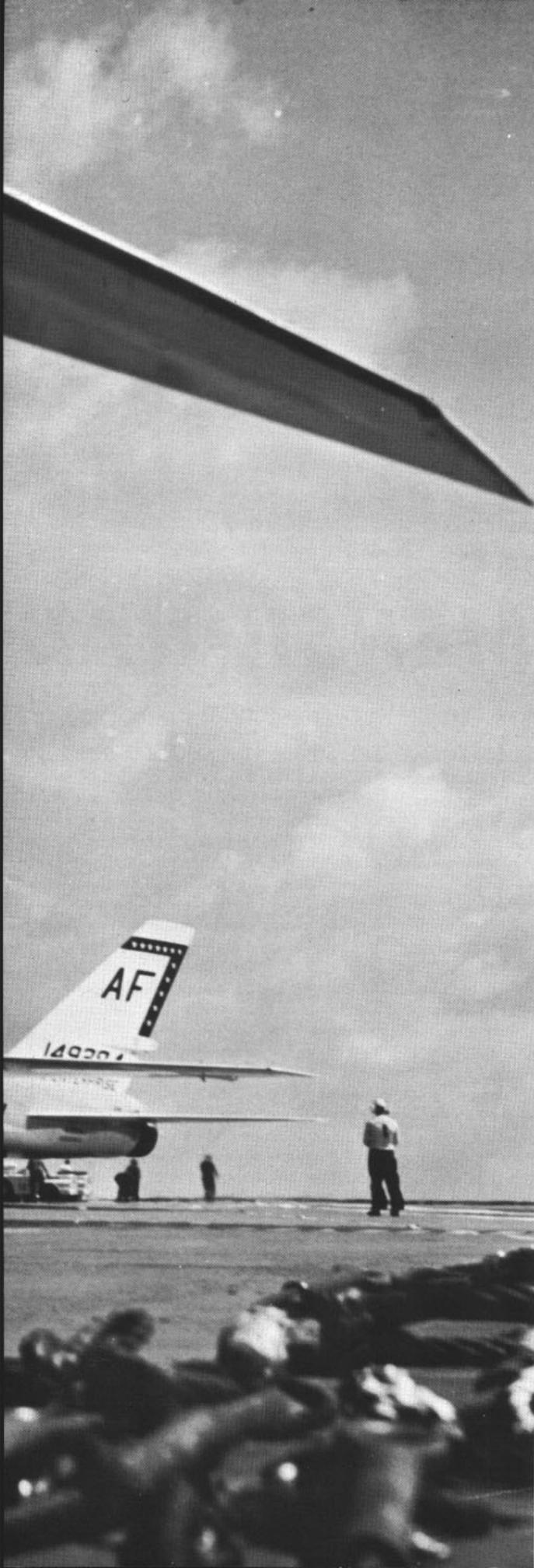
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• FRONT COVER: UNDERWATER WORK — Navy divers head for water on routine inspection of the hull of a *Polaris* submarine. The divers are assigned to the sub tender *USS Hunley* (AS 31).

• AT LEFT: THE AIR NAVY — Distinctive island of nuclear powered aircraft carrier *USS Enterprise* (CVAN 65) looks down on a wide flight deck where A-5 *Vigilantes* of VAH-7 ready for flight operations at sea.

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





ON THE SURFACE, the Navy plays her traditional role.

UNDERSEAS capabilities are vital to the free world.

# THE SIX-DIMENSIONAL

**V**ERSATILITY—and mobility—are the keynotes of the Navy's strength today as a member of the armed forces team.

By a process of gradual natural development, and through the pressure of events, the Navy of our era finds itself in a position in which it can be expected to perform more varied functions than any military service in the world.

Until a relatively few years ago, control of the sea meant to the United States — as to other world powers—control of the surface. This is no longer true. Today, because of its many responsibilities, the Navy finds itself operating not in one, but in six dimensions.

- It finds itself in the traditional role of maintaining superiority *on the surface*. This is its first dimension.

- To meet its commitments adequately, the Navy must, of course, probe the waters *under the surface* through its submarine forces.

- It must extend its operations to the air *above the surface* of the sea through its air force.

**I**TS AREAS OF responsibility do not end there. In the dictionary sense of the meaning of "dimension" (that is, the quality of extension; magnitude; hence, scope, importance), the Navy must, to help maintain U. S.

superiority, act in three other dimensions.

- Through its amphibious force and Marine forces, it is prepared to apply its strength on a beachhead, *on land* (see page 18). Seabee battalions at forward locations also play a vital role in meeting Navy commitments.

- In performing its missions, its activities are *global*. This can be called Navy's fifth dimension — one that extends in all directions of the compass. Navy ships may be found operating from pole to pole (see page six), and in the farthest waters of the oceans.

- The Navy's sixth dimension is found in the far-reaching probings of the minds of men—the *scientific* dimension. Pure and applied science is constantly changing and extending the role of the Navy, as it is changing the lives and concepts of all men.

All this has resulted in a tremendous revolution, taking place in recent decades, in naval weapons, concepts and functions of the Navy. This is the period of electronics, supersonics, nucleonics—all of which shape the life of the seafaring man.

It is well that this is so, for during the same period, opponents of our philosophy of political freedom have moved into the area of sea power. In the words of Rear Ad-

miral John S. McCain, USN, Navy's Chief of Information (recently selected for Vice Admiral), this is the era of the four-ocean challenge.

"The first World War was a one-ocean war centered about the North Atlantic. World War II was a two-ocean war involving the North Atlantic, including the Mediterranean Sea, and the Pacific Ocean," he says.

"We must now face the realities of a four-ocean challenge." The two new oceans he names are the Arctic Ocean which, through the use of the *Polaris* submarine, can become an implement of sea power for the first time in history; the second comprises the South Atlantic and Indian Oceans, which are increasingly important because of the new interest in the emerging African nations and because of pressure being exerted to assume control of certain countries of Southeast Asia.

From any place on the face of the globe, power can be brought to bear — by foe or friend—on such land areas as circumstances dictate. Virtually no place on earth is safe from access and, therefore, from attack via the sea.

**I**N TODAY'S NAVY there are 866 ships of the active Fleet—amounting to nearly four million tons of steel and complicated equipment. They per-



THE AIR over the oceans — A key factor in defense.



GLOBAL — From Pole to Pole, points East and West.

# NAVY

form diversified roles, as illustrated by the fact that there are more than 80 ship types, ranging from dock landing ships to minesweepers and from hydrofoils to command ships.

Some 7000 aircraft, operating daily from 25 carriers and 7 amphibious assault ships, or from bases at home and abroad, point up the role of the Navy in the air. They have a big job to do, in air cover and surveillance, on patrols, in antisubmarine warfare, search and rescue. Their striking power is extended by the range of the mobile floating air bases from which they take off.

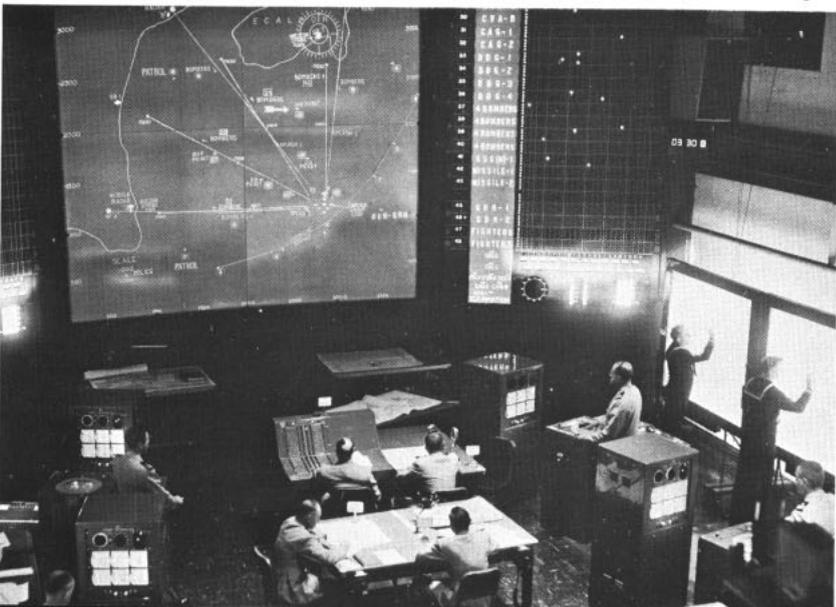
Probably the most dramatic developments in recent years have occurred in the underseas Navy. The world's first nuclear submarine is less than a decade old (uss *Nautilus* was commissioned in September 1954), but it has revolutionized sea warfare. Today there are 30 nuclear submarines sailing in our underseas Fleet, and 56 more are authorized or abuilding, many of them armed with *Polaris* missiles. Capable of sailing indefinitely under the surface, the nuclear submarines, backed up by our conventional subs, are a most powerful deterrent to aggression.

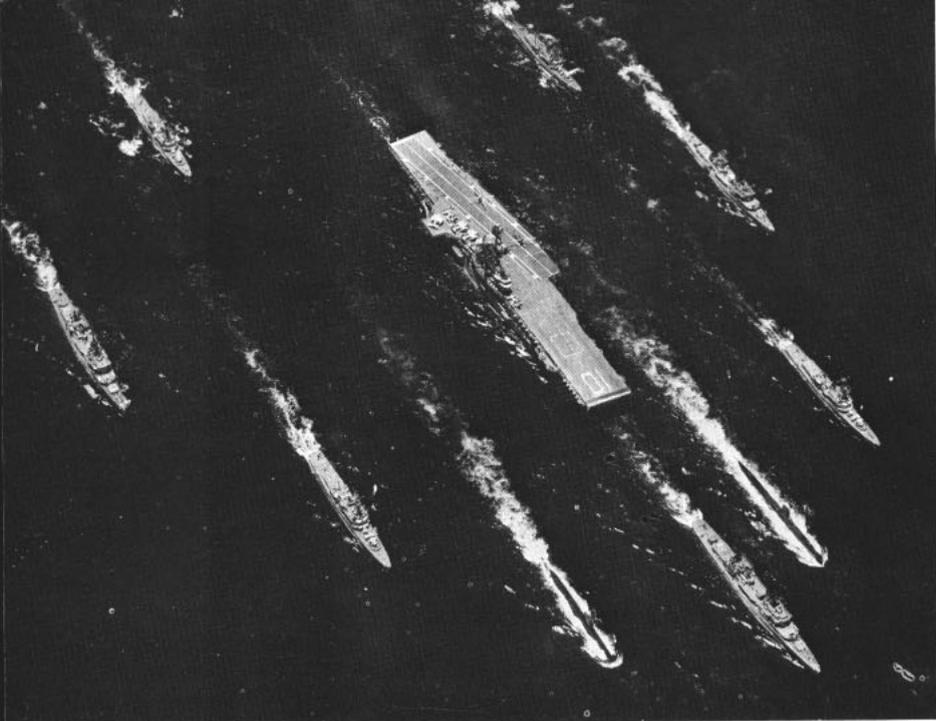
An amphibious operation, as discussed in the article on page 18, illustrates the many dimensions in which sea power performs so effec-



ON THE BEACH and the land beyond, Navy is part of Armed Forces Team.

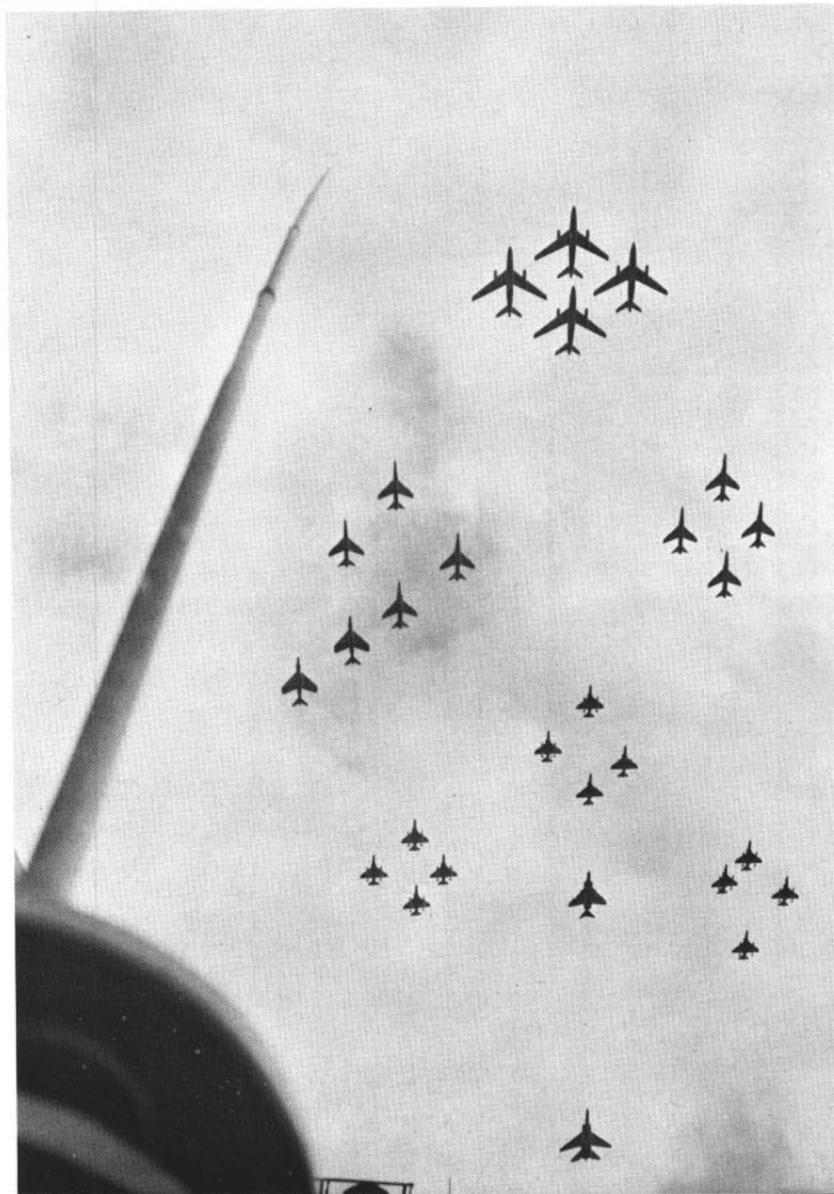
SCIENTIFIC DIMENSION remains one of the Navy's biggest challenges.





TASK GROUPS, like the one above, operate on, over, under the surface.

SIX TYPES of carrier-based aircraft are represented in this picture.



tively. In the unsettled conditions of the world, the ability to counter any aggression quickly by assault on land from the sea is indispensable to our future security.

ONE EXAMPLE of the role the Navy might be required to play is found in a job it had to perform just five years ago. At that time, the U. S. was called upon to respond to a request for assistance from the government of Lebanon.

Lebanon, a small friendly nation, was trying to preserve its freedom from subversive forces. In a matter of hours after receiving this call for help, Navy ships had landed Marines to secure a beachhead.

Behind these forces, strung out in the Mediterranean, were the 76 ships (at that time) of the Sixth Fleet, manned by Navy crews, 35,000 strong.

In answering Lebanon's call for assistance, the U. S. was able to help another nation stay on the side of the Free World. It was a show of force in defense against aggression, and this show of force was enough not only to prevent aggression, but preserve world peace as well.

There are other examples: The Seventh Fleet was ready at the crucial time in the Strait of Formosa, off Taiwan, to thwart a move by Chinese communists in the Pacific—some 6000 miles from the west coast of the United States.

A more recent example was the crisis developing after the discovery of missile bases being built in Cuba. As an instrument of national power, the Atlantic Fleet was called into readiness, to perform duties that only a sea force could perform. Naval units—and individual ships and men—performed their various assignments in highly creditable fashion, in one of history's most crucial moments.

THE WORLD'S MERCHANT MARINE consists of more than 17,000 dry cargo ships and 3000 tankers. Each day these ships are sailing the sea routes of the world, or unloading their cargoes in port cities, or taking on new cargoes and readying themselves for new journeys. The United States, like the other nations around the globe, relies on these ships for vital supplies.

For example, there are 77 strategic raw materials which the United

**ALL HANDS**

States must *import* to meet daily requirements. We need these materials for our automobiles, our jet aircraft, nuclear submarines, and for dozens of other items ranging from telephones to tanks.

In both imports and exports, the interests of the United States are tied to the sea. Which accounts, in part, for the need of a Navy capable of operating in all corners of the globe, that is, in its global dimension.

For centuries, the oceans were mostly empty bodies of water, allowing free passage of ships bent on exploration, colonization and commerce. Later, the two major oceans—the Atlantic and the Pacific—constituted a barrier against aggressors. In recent years we have seen this barrier weakened through the tremendous advances of science.

However, it is also science which provides our bulwark. The Fleet of today and of the future is, more than anything else, a product of science.

**T**HE DESIGN and production of an advanced component or a new type of propulsion cannot begin until the scientist has some time before worked out the principles in theory.

This is because the work of the scientist is frequently not aimed directly at a new development. His primary interest is in unlocking nature's secrets and giving us new knowledge about the basic forces of the universe.

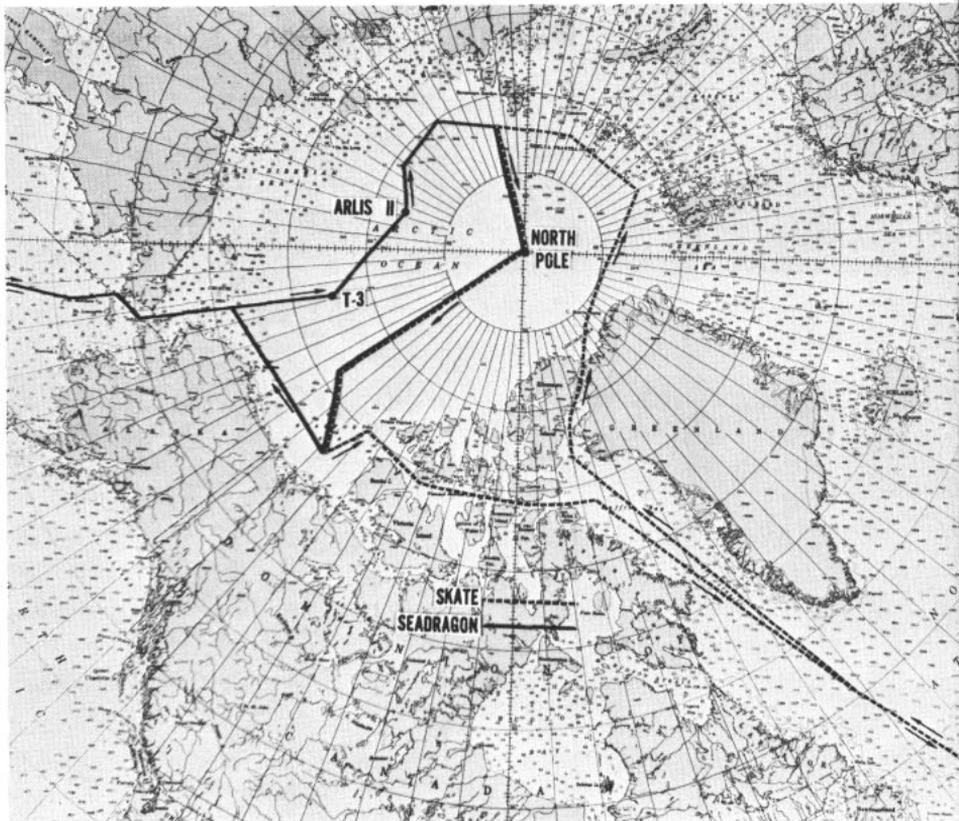
Once man learns how and why something happens, he can then harness these forces and make them go to work for him.

The broad scope of naval operations explains our interest in scientific observations and experiments involving every environment between the poles of the earth and from the depths of the ocean to outer space.

This is one of the reasons why the Navy was a major participant in the International Geophysical Year (1957-58) and has been active in polar research since that time.

Arctic activity and research have been accelerated because this once remote area has become relatively accessible and habitable through air transport. Our nuclear-powered submarines have made the Arctic Ocean of great possible strategic value.

The Antarctic Ocean provides an almost perfect laboratory for the study of problems in basic science



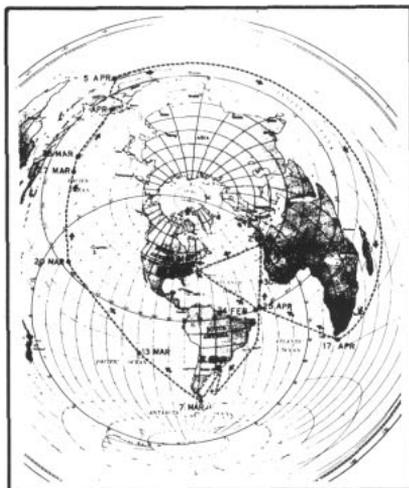
UNDER ICE—USS *Skate* and USS *Seadragon* greet each other at North Pole.

which are world-wide in scope and which could not be well solved elsewhere.

A small group of some 300 Americans winter over at the four U. S. Antarctic stations each year to carry out the scientific studies and related support functions. Operation Deep Freeze is the name given to the U. S. Navy's logistic support for the U. S. scientific probings of Antarctica. Each year this involves thousands of men, up to a dozen ships, dozens of aircraft and tons of supplies and

equipment, plus plenty of know-how.

The United States is not alone in its interest in Antarctica. The scientists of 12 nations at 62 Antarctic stations are currently gathering data in the fields of meteorology, aurora and air glow, glaciology, cosmic rays, gravity and seismology, ionospheric physics and geomagnetism. Clarity of atmosphere and periods of sustained darkness render observations taken in the Antarctic extremely valuable.



TRITON circumnavigates the globe.

**A**S WE HAVE TRIED to suggest, the Navy, as a member of the armed services team carrying out commitments of the United States, has to be capable of performing its role in any part of the world. To meet these responsibilities, it has extended its efforts into almost every area of human endeavor.

Operating on, over, and under the seas, on the beaches and the far reaches of the world's oceans—and in the limitless field of science—the Navy combines tradition and change, and continues to grow.

On the following pages are a few examples illustrating a part of the Navy's six-dimensional mission. Others will be discussed in future issues of ALL HANDS Magazine.



# Navy's Role from Pole

**T**HE UNITED STATES NAVY and the north and south polar regions of this planet have known each other for a long, long time.

Under the circumstances, the relationship could be expected to be on the cool side but, as far as the Navy is concerned, familiarity has resulted gradually in warmer feelings.

As with most new friendships, the first overtures were of an exploratory nature. Early expeditions were primarily concerned with elementary problems of survival and were content to record little more than the geography of new lands.

Later came scientific research, development of scientific facilities and a more detailed analysis of scientific data. Today, passenger planes cross the North Pole on routine schedules. At the South Pole, men live the year 'round, not comfortably but in reasonable security, thanks to their own sense of adventure and the sacrifices made by predecessors.

In both the Arctic and the Antarctic, the breakthrough came with startling suddenness. For centuries, men probed the Arctic regions and died there hoping to find the fabled Northwest Passage.

Ironically enough, almost as a side issue to its primary mission, only a few years ago an MSTC, Coast Guard and Canadian expedition charted an ice-free passage across the northern reaches of the continent.

**H**OWEVER, the Navy's share of polar research began long ago. RADM Robert E. Peary, for ex-

ample, spent years in preliminary exploration before he reached the North Pole.

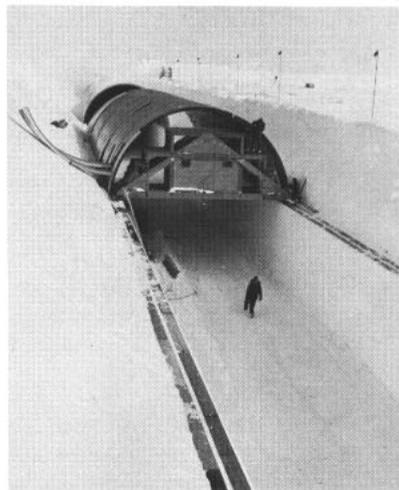
Peary's first trip to the Arctic in 1886 was in the nature of a reconnaissance, but his observations added greatly to man's knowledge of the Far North.

Until Peary's explorations, geographers weren't certain Greenland was an island. They were ignorant of what, if anything, lay north of Greenland and of how far north the Greenland ice cap extended.

These things, and more, Peary learned while doing the spadework which would eventually put him on top of the world.

Peary's first four attempts to reach

**DOWN UNDER**—CBs install arches for roof of one of the tunnels that will house new Byrd Station.



the Pole had been unsuccessful but, after spending the winter of 1908-09 off Cape Sheridan, Grant Land, he began his fifth push for the Pole by sledge on 1 Mar 1909. He reached his goal a month and six days later and returned to his base after a bone-crushing journey.

The hardships endured by Peary in his assaults on the Arctic were shared by all explorers of his era, for Arctic technology in those days meant Eskimo dogs pulling sledges from one pre-established supply base to another.

The world of Peary's day didn't know how to maintain men for long periods of time in such inhospitable surroundings. Nor, for that matter, did the world have any particular desire or need to maintain men in the frozen wastelands.

**S**INCE PEARY'S DAY, however, and especially since World War II, modern technology has made the Arctic regions a strategically important part of the shortest distance between two points.

To cope with this geographical shift in travel routes, the Navy supplies and patrols the Arctic early warning ranges and has sealifted tons of building materials for the Ballistic Missile Early Warning System installation at Thule, Greenland.

It has also exploited the ability of nuclear submarines to remain indefinitely underwater by adding an underwater route across the top of the world.

In August 1958, *uss Nautilus*

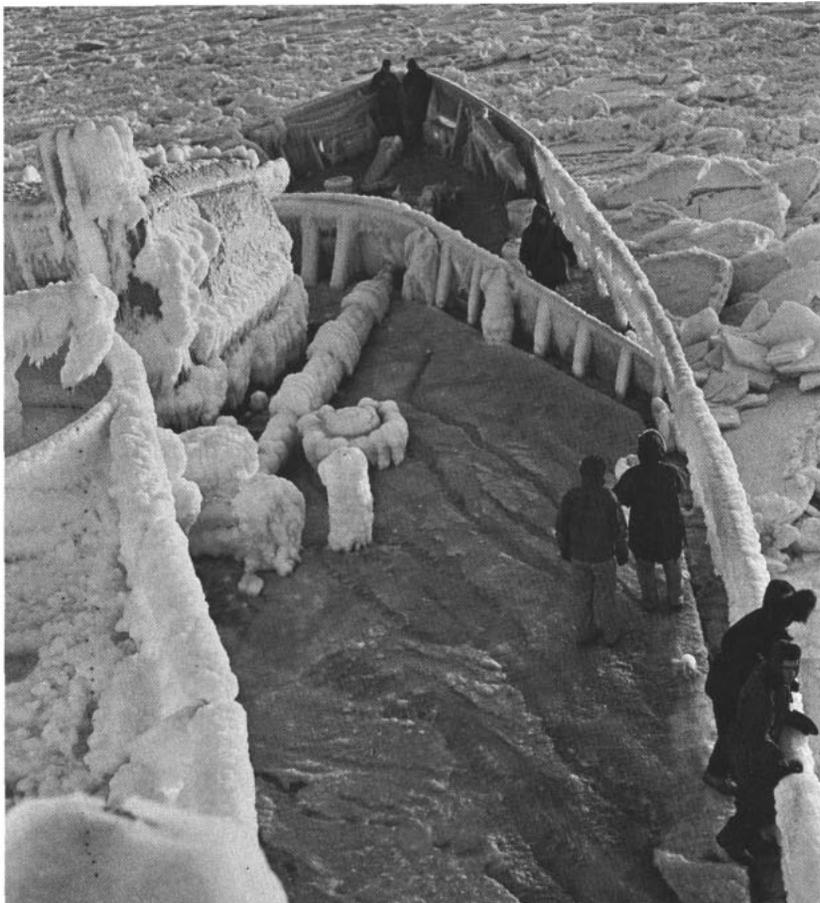
**ALL HANDS**

(SSN 571) reached the North Pole on the underside of the ice over which Peary had traveled many years before.

The *Nautilus* voyage was considerably less difficult than Peary's but the risks were still great, for the ice in the Bering and Chukchi Seas, under which *Nautilus* passed, sometimes provides a clearance of only 20 to 80 feet.

*Nautilus* was soon followed under the polar ice by *Skate* (SSN 578) (which surfaced at the Pole in 1959) and *Sargo* (SSN 583).

*Seadragon* (SSN 584) made a historic east-west transit from Portsmouth, N. H., to Pearl Harbor in



UP NORTH—USS *Burton Island* (AGB 1) ices up during Arctic expedition.

# to Pole

August and early September 1960.

*Seadragon's* crew made the trip even more memorable by organizing a baseball game after their ship had surfaced at the Pole—contriving a diamond so a base runner would travel from today into tomorrow and from one side of the world to the other. It was, geographically speaking, a world series.

**T**HE FIELDS FOR scientific research in the Arctic are largely oceanographic, for much of the Arctic region is under water. The Navy has been active in obtaining scientific information through research performed by Navymen and by scientists under contract to the Office of Naval Research.

Twenty-four thousand miles of the Arctic Basin, for example, were surveyed in 1961 under Navy sponsor-

ship, revealing considerable new knowledge concerning the earth's magnetic field and information which may prove valuable in forecasting the ways in which Arctic ice will break up and drift.

Although the Arctic regions of the earth have been much more thoroughly explored than the Antarctic, most Navymen and the world are much more familiar with explorations at the bottom of the globe.

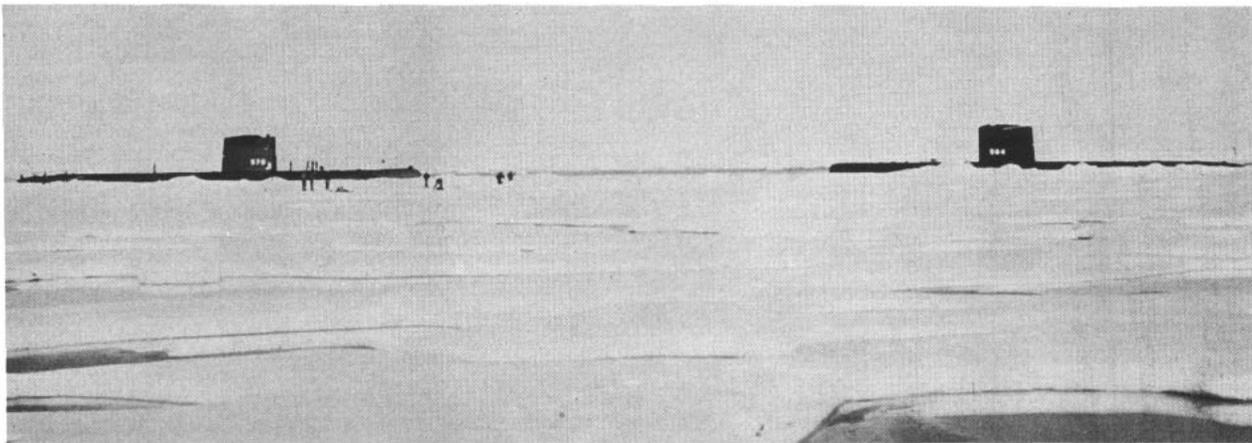
Nobody knows when man first laid eyes on the Antarctic continent. The ancient Greeks believed it existed,

and it was the subject of vague Maori legends.

Captain James Cook assumed the existence of an Antarctic land mass when he sailed completely around the continent between 1772 and 1775 without actually seeing it. He did, however, discover South Georgia, one of the gateways to Antarctica. He also made a note of its seal-covered beaches.

It was really the seals which drew men south in the early 1800s, for sealskin was in great demand and the known supply was diminishing.

TOP OF THE WORLD—USS *Skate* (SSN 578) and USS *Seadragon* (SSN 584) surface at North Pole on "subpolar" cruise.





**GREETINGS**—Welcoming party of young penguins greets Navy men in boat from *USS Edisto* (AGB 2) in Ross Sea.

Because the sealers were understandably reluctant to tell others about the locations of herds, information on the existence of a southern land mass was, at the time, scarce and not notably accurate.

**I**T IS FAIRLY certain, however, that a Captain Nathaniel B. Palmer of Stonington, Conn., sighted Antarc-

tica in 1820 near the tip of what is now known as Palmer Peninsula.

British and Russian ships also came within sight of the continent, but it was a Captain John Davis of New Haven, Conn., who wrote in his logbook on 7 Feb 1821 that he suspected the land he saw was part of a continent.

An expedition led by LT Charles

Wilkes, USN, skirted the ice pack to the westward and saw land at numerous points over a distance of 1500 miles. By 1840, Wilkes was absolutely certain the land which had been the subject of ancient legend was actually a large continent.

After the 1840s, the tempo of Antarctic exploration decreased perceptibly, and for 50 years only occasional efforts were made to learn more about the white continent. Then, in the 1900s, interest was revived and names like Amundsen (who first reached the South Pole), Scott and Shackleton became part of the heroic age of Antarctic explorations.

The first airplane flight over the Antarctic was made by Sir Hubert Wilkins of Australia and his American pilot, Carl B. Eielson in 1928. However, it remained for a United States Navyman, RADM Richard E. Byrd, to make the most extensive use of aviation in Antarctica and to bring modern machines and communications into the area.

**T**HE FIRST BYRD expedition (1928-1930) is best remembered by the public for its flight over the South Pole and the establishment of Little America. It was also during

**COOL SCENERY**—Members of Deep Freeze photograph unusual ice formation.



this voyage that two large mountain ranges and Marie Byrd Land were discovered.

Because Byrd made extensive use of the airplane, much of the Antarctic continent was charted during his three pre-World War II expeditions.

Operation High Jump, under Byrd's command, included 13 ships and 4000 men. In 29 land-based flights from Little America and 35 seaplane flights from tenders, the coastline was photomapped and the interior was penetrated beyond the Pole.

**T**HE INTERNATIONAL GEOPHYSICAL Year from 1 Jul 1957 to 31 Dec 1958 gave Antarctic exploration a tremendous push. Over 60 nations agreed to participate in Antarctic research during this period and share the results of their investigations.

To transport United States scientists and support their efforts in the Antarctic during the geophysical and succeeding years presented a tremendous logistic problem. The problem was assigned to the Navy, and Operation Deep Freeze was born.

The expeditions of 1955 and 1956 were really preliminaries. The 1956-57 season, which the United States termed Deep Freeze II, was one of the greatest undertaken in Antarctic history up to that time. The United States sent 12 ships and more than



**SOLID SEAS**—OOD on board *USS Glacier* (AGB 4) keeps a sharp lookout as the powerful icebreaker plows its way through frozen polar waters.

3000 men on the scientific mission.

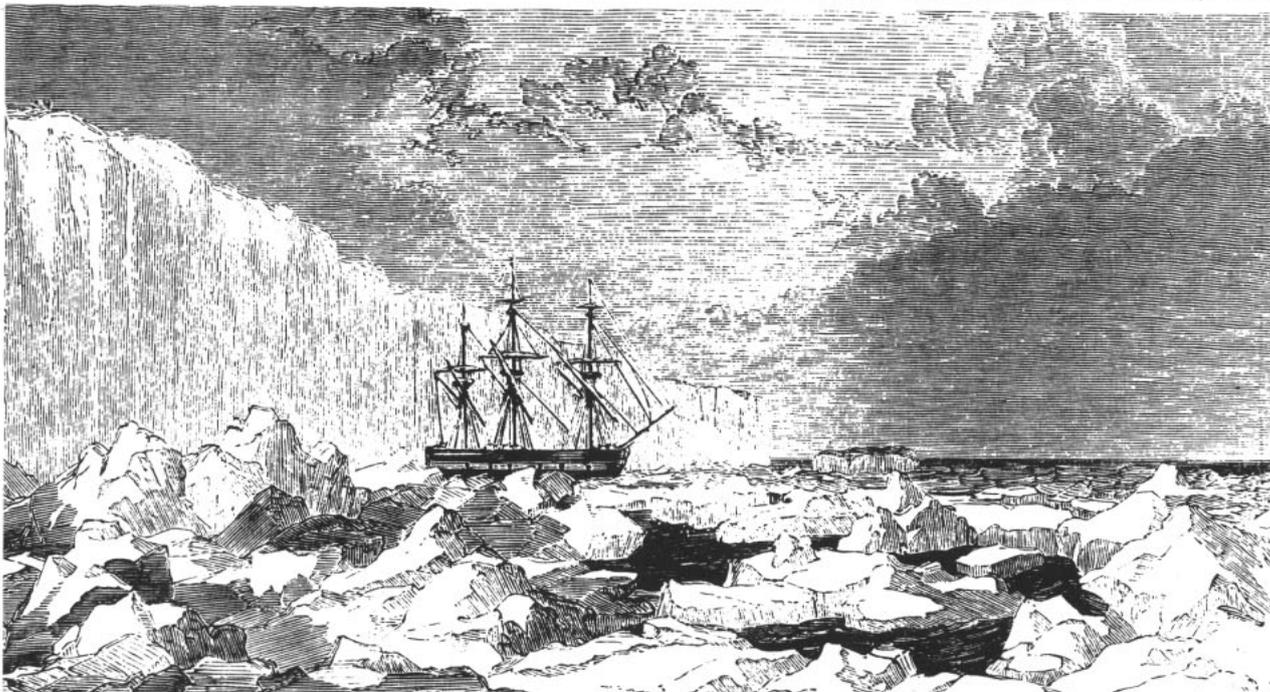
In addition to the naval aircraft used in Deep Freeze I, the Air Force sent eight giant *Globemasters* which dropped building supplies and materials for the South Pole Station and assisted the tractor train which carried the materials to Byrd Station by parachuting fuel along the way.

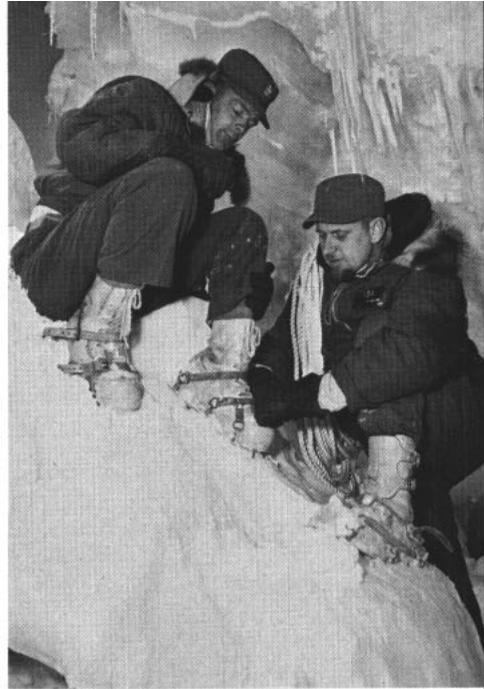
**T**O UNDERSTAND what the Navy was up against in its logistic support

in the Antarctic it is necessary to understand something of the continent's nature.

The south polar region is different from the Arctic. The Arctic consists of ocean surrounded by continents. The land areas surrounding the ice-filled Arctic Ocean are largely tundra and muskeg with low vegetation and many lakes. Only some of the Arctic Islands—Greenland, for instance—have an ice cap such as the one that

**AMONG THE FIRST**—LT Wilkes' ship *Peacock* is shown in Antarctic during 1840 expedition to the icy land.





DEEP FREEZERS—Crew checks plane, Scientist studies sea life, and para-rescue team hold practice on TF 43.

covers most of the Antarctic continent.

Antarctica, on the other hand, is a rocky continent surrounded by ocean. It is covered by about 95 per cent of all the ice in the world. All but approximately two per cent of Antarctica's five and one-half million square miles are covered by it.

At one point on the continent, scientists found 13,000 feet of ice covering the continental bedrock.

The average thickness of the ice cap is 6000 feet, and the average elevation of the continent is 7000 feet, which makes it the highest of all the continents on earth.

**L**ITTLE SNOW falls in the Antarctic. Its climate could be compared to a desert's as far as precipitation is concerned. Antarctic blizzards are created by wind blowing snow that fell on the continent perhaps hundreds, perhaps thousands of years ago. Snow in Antarctica rarely melts unless given an assist from mankind.

The extreme cold of the Antarctic continent, of course, makes water a problem. Water for the use of an Antarctic party must be mined like coal or iron ore. The resulting snow and ice is melted and used for drinking, bathing and other purposes.

The mined water is remarkably free of bacteria but is tested nonetheless, because such an isolated camp can't afford to take chances. Oddly enough, at the McMurdo Sound camp the water has to be filtered before using to remove the volcanic ash which constitutes terra

firma in that part of the world.

As might be expected in such an unusual environment, some pretty unusual equipment turns up to help the Navy do its job.

The Sno-cat is one such piece of equipment. It is the Navy's answer to traveling for long distances across the Antarctic ice in relative safety and comfort. The cat provides mobile living and messing quarters, mounted on tractor treads for traversing the ice.

Another Antarctic traveler is the Weasel, which had the distinction of being driven "around the world" in a matter of only 37 seconds at the South Pole during the 1959-1960 Antarctic season. (This record was later lowered by five seconds!)

There is also the Antarctic grasshopper, which bears little resemblance to grasshoppers found in greener lands. It is a portable weather station which is parachuted to the desired site and left to fend for itself.

The grasshopper, standing over three feet high, looks something like a big coffee urn. A 14-foot antenna, anemometer, wind vane and temperature unit project from the top of its cylindrical body.

The grasshopper broadcasts information on temperature, barometric pressure, wind speed and direction at three-hour intervals.

The "station" broadcasts weather data to the McMurdo weather service.

A later model automatic weather station was put into use recently

near the Little America V base. Its power comes from radioactive pellets at the center of the unit which provide heat that is transformed directly into electricity by thermocouples.

No matter whether the weather station is battery or atomic powered, the weather information it transmits makes it clear that Mother Nature seems to take a dim view of any form of life on the Antarctic continent. However, in spite of her hostility, Navymen have found life in surprising quality, if not variety.

**T**HE SEDATE Emperor penguins, which are sometimes four feet tall, constitute a formally dressed reception committee, while their smaller brothers, the Adelies are willing to clown it up for anyone who cares to watch them.

Unfortunately, McMurdo has more of the gull-like skua birds than any other fauna. They are an ill-tempered lot and will attack a man on the slightest provocation. The skuas' favorite targets, however, are not men but nesting penguins and their young.

Weddell seals often sun themselves on the Ross Sea ice which fronts the Navy air and sea ports at McMurdo. New Zealand's Scott Base, however, probably takes the first prize as a favorite haunt of seals and their pups.

Aside from a few tiny mites and insects, that about completes the list of land animals on the Antarctic continent.

In contrast to the relative scarcity

of land-based creatures is the abundance of Antarctic sea life. Scientists say one acre of Antarctic sea water contains more food and life than any single acre of land or water anywhere else on earth.

Most of the life on shore, in fact, depends on the fish, shrimp and plankton which are amazingly abundant.

The biggest animal of the area is the giant blue whale, which has been known to reach a length of 90 feet and a weight of 150 tons.

The villains of the Antarctic are the killer whales, which hunt in packs and attack their huge cousins, the blue whales.

**M**AN APPARENTLY has joined the ranks of the penguins, skuas and seals as a permanent resident of the Antarctic. His early shelters were tar paper shacks on the surface of the snow. Little America V consisted of surface buildings connected by passages made of two-by-fours, over which chicken wire and burlap were stretched.

Snow drifted over the passages, turning them into tunnels—along which food was stored and, through which, men could travel from building to building during the worst weather.

Such methods of construction were all very well as long as an expedition remained only one or two years, but the weight of accumulated snow eventually crushed the buildings.

The crew of the *USS Edisto* (AGB 2) saw the fate of one such surface camp when they spotted in the Ross Sea an iceberg with radio masts protruding above the surface. On closer inspection, they found it was a severed building which had been a part of Little America III.

The ice pack had shifted, carrying the building into the sea. Stores were still on the shelves and were clearly visible through the ice. The rest of the building and camp might have been back at its original location 300 miles away.

Antarctic buildings today are considerably improved. Almost all are prefabricated and are easy to assemble under the most difficult conditions.

At New Byrd Station, wide trenches are dug into the snow and arched over with metal. The results, when snow covers the arches, are tunnels connecting living quarters, recrea-



**POLAR BIRDS**—Copters play an important part in exploring Antarctica.

tion and administration buildings, a hospital, mess hall and galley, a garage and workshops.

**P**ERHAPS THE crowning construction at Antarctica is the installation of a nuclear power plant at McMurdo Sound.

The existence of a nuclear power plant at McMurdo will immediately ease the Navy's logistic problems while making life easier. The enriched uranium which fuels the atomic plant will provide the same amount of energy previously furnished by millions of gallons of fuel oil.

It has been more than 140 years since the first sealers saw Antarctica and over a century since LT Wilkes proved it was a continent. Applications of modern technology in the Antarctic have opened up vistas previously undreamed of—even the possibility that there may someday be

families, schools and stores in Antarctica.

Undoubtedly such a future is still far far away, but the development of nuclear power in the Antarctic will unquestionably reshape its future. In the meantime, meteorologists will continue to study the Antarctic's influence on the weather. Physicists will study the atmosphere, magnetic field, cosmic rays, the ionosphere and the aurora. And, biologists, botanists and geologists will continue to study animal and plant life and the rock structure of the continent.

Although man's ingenuity has made anything possible in the polar regions, it seems likely that life there will not change radically in the near future and that the principal export of the North and South Poles will be scientific data.

In the meantime, the Navy will be there to do its part.

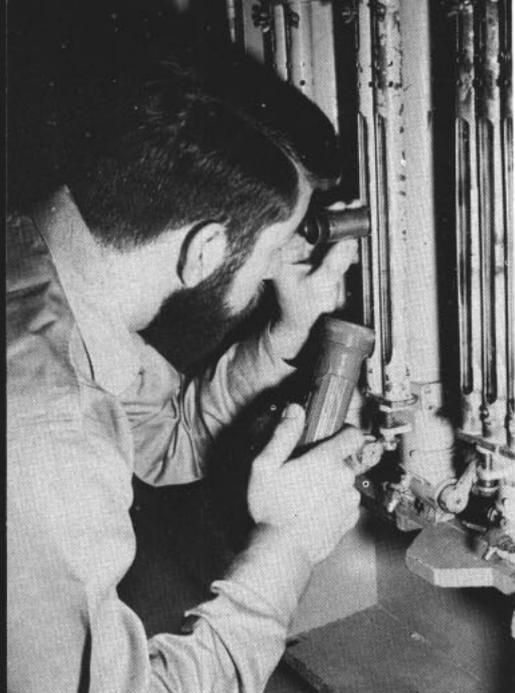
—Robert Neil

**WHO GOES THERE?** Penguins and seals add local color to OP Deep Freeze.



## OCEANOGRAPHY

# Exploring Inner



**COOL FACTS**—Oceanographer tests Antarctic sea water in laboratory aboard *USS Staten Island* (AGB 5).

**T**HE FIRST THING many visitors see in an oceanographer's office is an unusual map on which the continents are shown as flat featureless masses while the spaces between are colored varying shades of blue.

The blue portions of the map show mountains higher than Everest, chasms deeper than the Grand Canyon, plateaus and valleys.

These are the world's oceans—three hundred million cubic miles of brine. This is the province of the oceanographer.

According to Webster, oceanography is the study of the ocean's geography and its phenomena.

There are two major categories: Static oceanography, which deals with the physical and chemical properties of the water; the topography and composition of the ocean's bottom; and

Dynamic oceanography, which deals with waves, currents, tides and the formation of islands.

It isn't difficult to see that an oceanographer must be a jack-of-all-sciences—chemist, biologist, geologist, physicist—to do his job well.

**A**NCIENT MARINERS didn't know it, but they were oceanographers of sorts when they discovered winds and currents which would carry their sailing vessels to a predetermined destination.

Later, oceanography became a more conscious science. Benjamin Franklin, for instance, prepared an

early sea chart of the Gulf Stream.

The pre-Civil War era saw the advent of the Navy's interest in the science when a collection of data was begun on ocean currents and tides, which could be graphically displayed on charts to assist navigators.

When the United States entered World War II, the Navy had to be content largely with what oceanographic information was on hand.

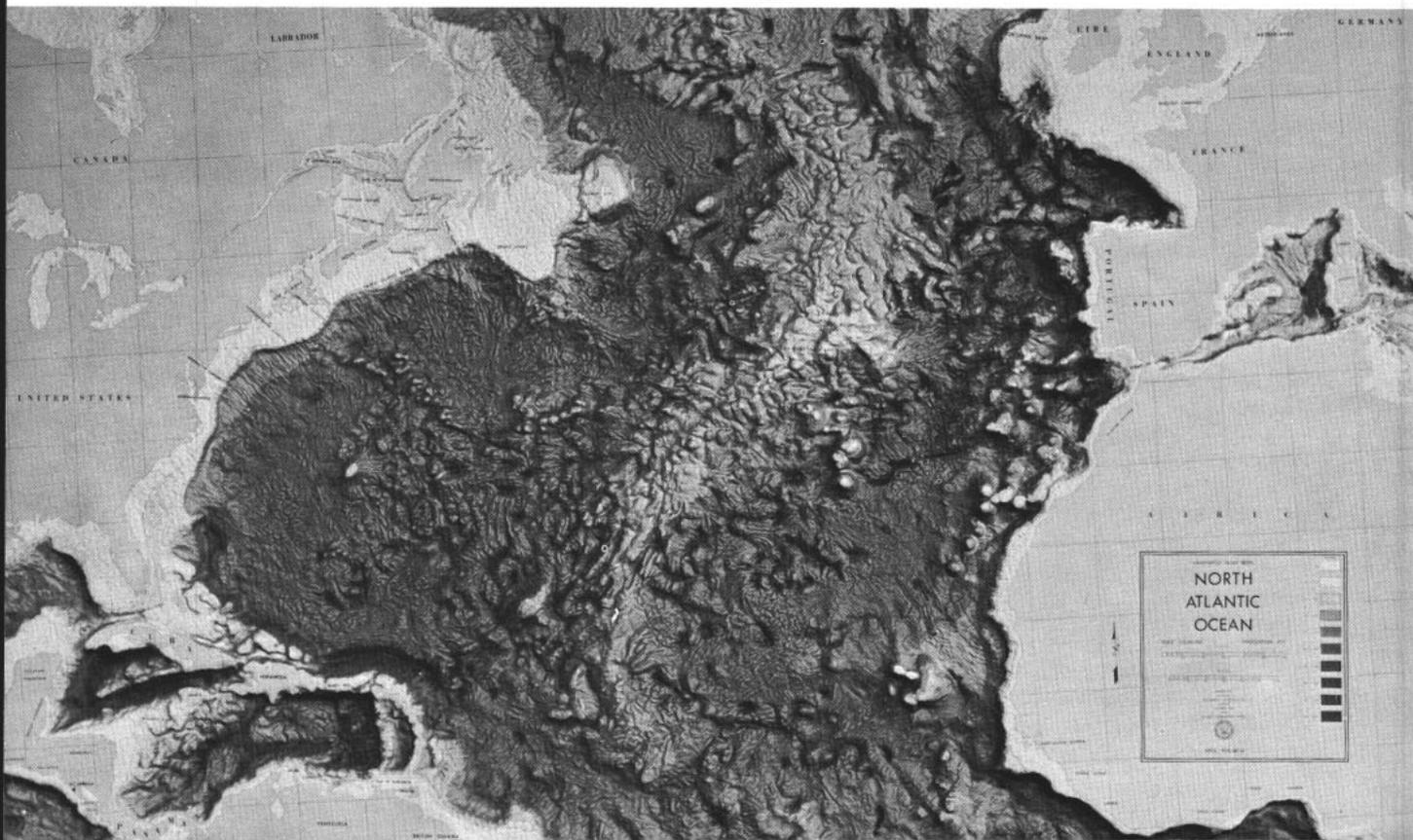
This wasn't much. After man no longer depended on the winds and currents to carry his ship to its destination, interest in learning about the seas' phenomena lagged.

Oceanographic data had, of course, been collected in the years immediately preceding the war, but it was usually the result of a specific need.

**B**Y AND LARGE, the charts used in the Pacific at the outset of World War II were based on information supplied to the British Admiralty by Captain Cook late in the 18th century.

If this scarcity of information on

**UNUSUAL MAP** shows in relief the mountains and valleys on the floor of the North Atlantic Ocean.



# Space

the oceans surprises you, it needn't. Although men had been more or less interested in the behavior of the ocean's tides and winds since history began, mere interest wasn't enough.

To learn about the ocean, it had to be observed, and how could men observe the ever-shifting surface of the sea or trace the course of invisible winds and currents?

Through the growth of electronics men found the means to maintain a constant watch on specific surfaces of the ocean; to check swells and waves; and observe the interaction of water and air when they combined to produce weather.

In 1958, the Navy increased its efforts, but it soon became apparent that an even greater oceanographic program would be necessary.

The National Academy of Science's Committee on Oceanography (NASCO) reviewed the over-all needs of the nation with regard to the oceans and, in 1959, proposed a comprehensive national program designed to double the nation's oceanographic effort in the sixties.

The program covered the basic research efforts of private oceanographic laboratories which were supported by the Office of Naval Research and covered all research and development in oceanography which the Navy could reasonably hope to accomplish in one decade.

ONE OF THE PROJECTS SCHEDULED for the sixties is an extensive survey of the oceans.

The task, of course, is so stupendous that it will continue well after the sixties have passed into history, but a good start will have been gained through the Navy's contribution to this intense oceanographic program for this decade.

The coastal areas of the world are a logical place to begin an oceanographic survey and the work done by *uss Maury* (AGS 16) is a good example of the job being done by many ships of the Navy—frequently in very remote sections of the world (see ALL HANDS, May 1963, p. 8).

*Maury's* task was to survey the Gulf of Siam. The coastal waters of Thailand were fairly well charted



NEW CORER goes down on test to bring up five feet of ocean bottom.

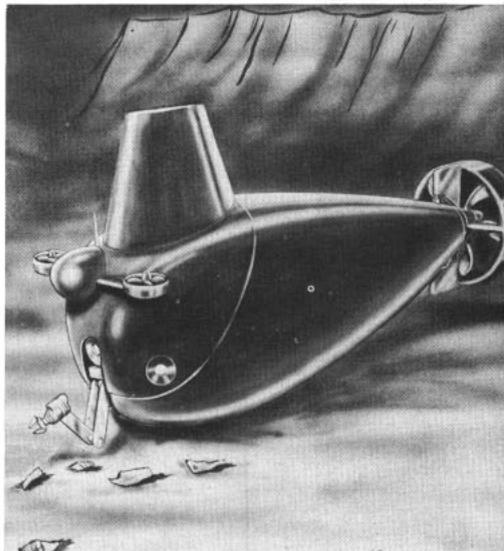
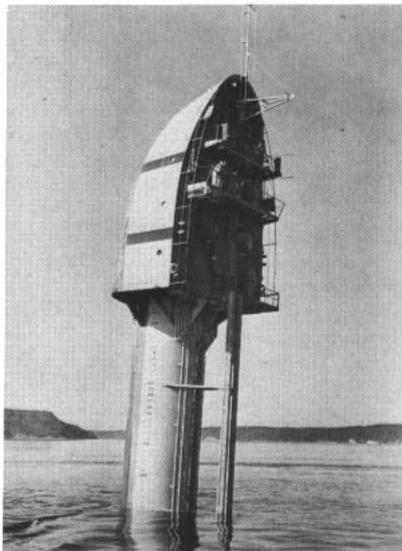
but few soundings had been made off shore and in the lower half of the Gulf.

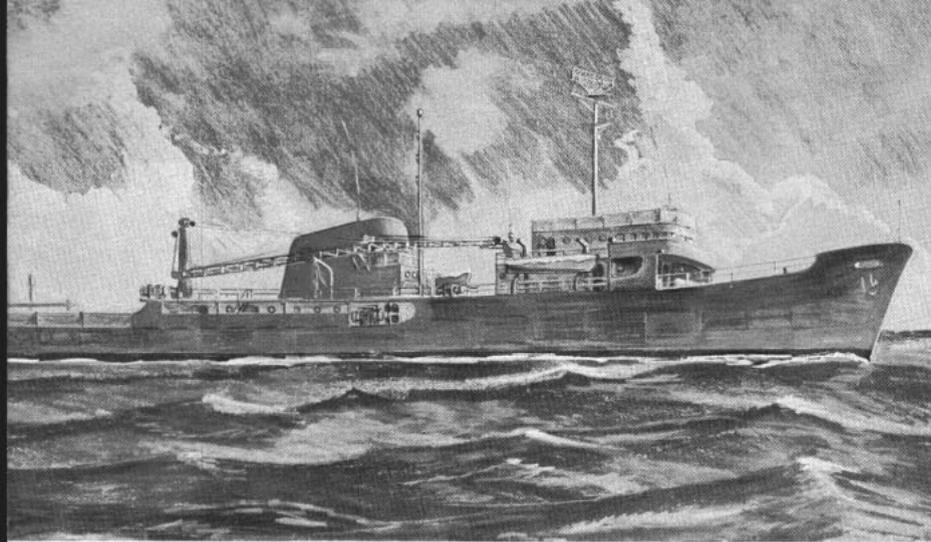
The surveyors found most of the Gulf so shallow they had to employ

*Maury's* two 52-foot sounding boats. These small boats can operate independently for 10 days and were able to negotiate the shallow water.

They were also less hazardous to

STUDY AIDS — New ships are helping ocean studies. Two-man sub will explore the bottom (rt.) and Flip ship is floating instrument platform





FLOATING LAB — Sketch shows oceanographic research ship now building.

the Thai fishermen whose small boats populated the waters of the Gulf day and night without the benefit of lights.

*Maury* and her sounding boats used Shoran and Lorac, electronic positioning systems to determine accurately positions when sounding in the Gulf.

The Gulf of Siam, of course, is only a drop in the big bucket of oceanographic survey. During the sixties, *Maury* together with other types and other oceanographic survey ships will put a big dent in the job of learning the geography of the underwater world.

**S**INCE THE PROGRAM for the sixties began, there has also been extensive research on the ocean's gravitational and magnetic fields, currents, temperature, and other characteristics of ocean water.

This work has not been confined exclusively to oceanographic research and survey vessels. Many other types of naval craft have been pressed into service for obtaining water samples and conducting tests

in particular parts of the oceans from which information is needed.

By 1970 oceanographers expect to know considerably more about the ocean than they did at the beginning of 1960.

A study of sea ice movement, ocean currents, and other factors is under way which will enable ships to utilize predictions of natural sea conditions in charting the fastest and safest routes they can take.

By 1965, scientists expect to have in operation a marine environment prediction system which will be useful not only to the navigation of Navy ships but also to merchant vessels.

Already, considerable time and expense are being saved by the ability oceanographers now have to predict marine conditions.

Needless to say, this information could be put to good use in amphibious, submarine, mine, and nuclear warfare operations.

**O**NE OF THE MANY interests of oceanographers is marine biology and the effect that sea animals

have on underwater acoustics.

One of the more interesting series of experiments conducted along this line was undertaken by the Lerner Marine Laboratory at Bimini, Bahamas.

The Lerner Marine Laboratory, which works under contract to the Office of Naval Research, is well situated for field experiments of this nature. The waters near the lab are uncontaminated, undisturbed, and deep near shore. In brief, ideal for biological, acoustic, and visual studies.

Even more important, Bimini is located in the Gulf Stream, which is used by a variety of fishes migrating up and down Atlantic coastal waters.

Like New York's Broadway and 42nd Street, where the world passes by, Bimini is an ideal place for watching the smallest to the largest forms of marine life which inhabit the Atlantic.

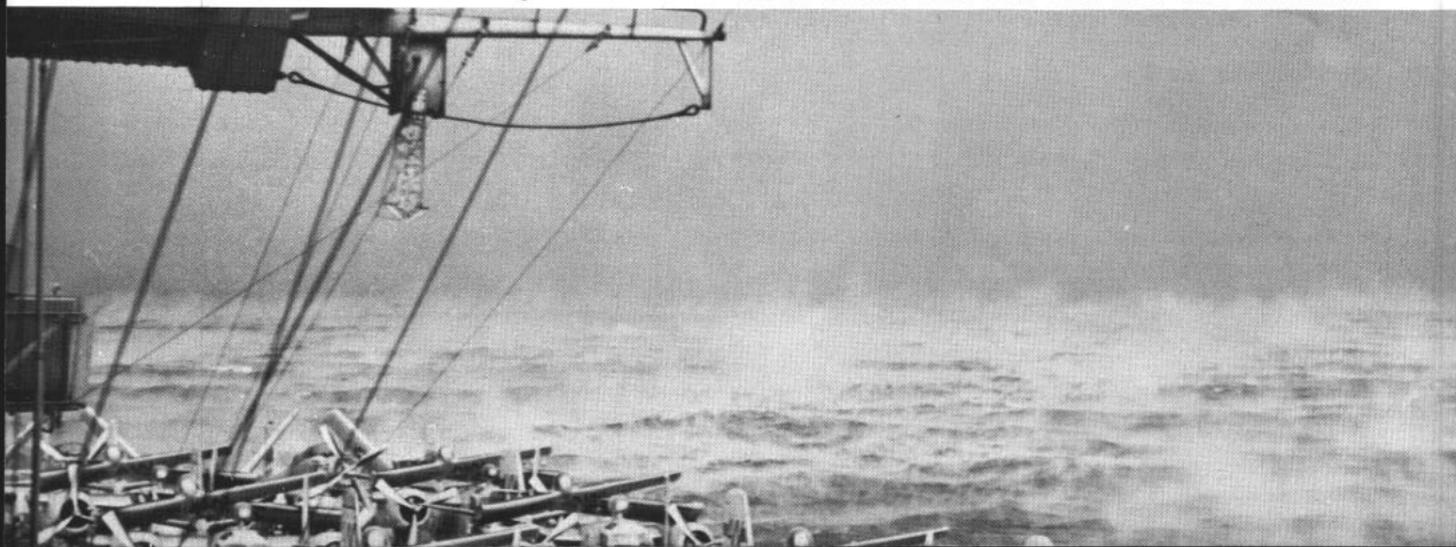
Because of these and other advantages, the Navy established its first permanent underwater bio-acoustic station combined with an underwater television system there. Both the sound and television pickups are connected by cable to the Lerner Laboratory.

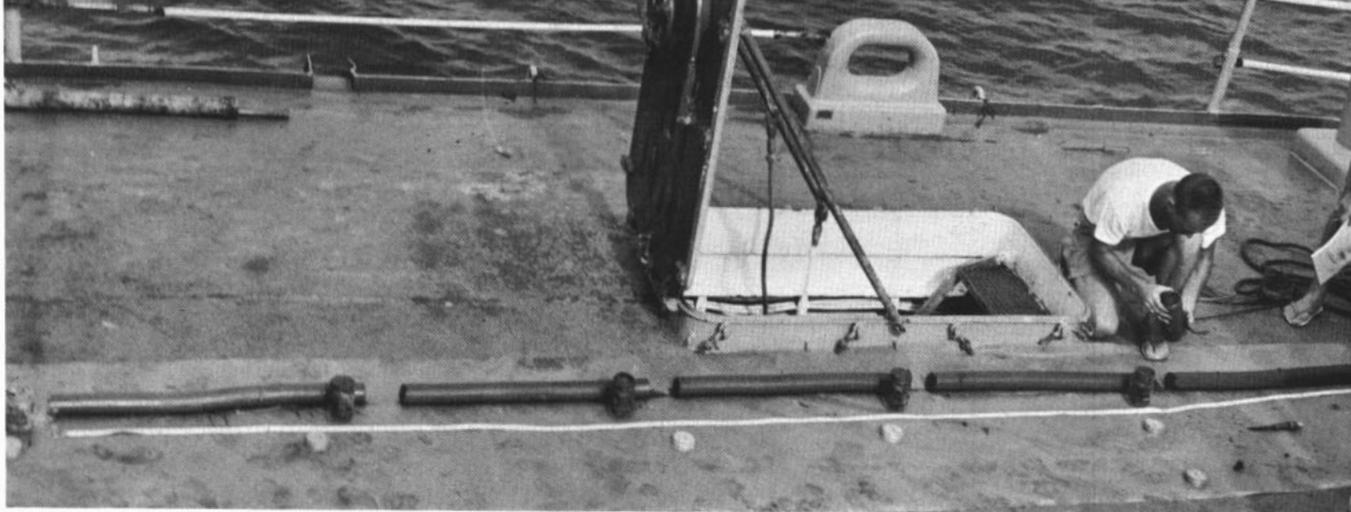
With the increasing use of sonar, noise made by marine animals has long been an important problem to the Navy, especially in coastal waters.

With more knowledge concerning what animals produce which sounds, electronics engineers will better be able to cope with unwanted noises.

**D**URING THE SIXTIES, the Navy has included a more extensive look at the arctic regions of the world in its oceanographic program.

SEA SMOKE — Gulf Stream meeting cold Arctic air causes unusual seas seen 250 miles east of Norfolk.





WIZARDS OF OOZE — Oceanographers cut up core of ocean bottom laid out on deck of USS Rehoboth (AGS 25).

As a starter, it has scheduled studies of meteorology, micrometeorology, marine biology, sea ice characteristics, ice drift and under-water acoustics; plus a geophysical study of ice islands.

Arctic research presents a problem not found in the Antarctic, which has a rocky continent which can be used as a base.

In the Arctic, the Navy overcame the problem by using drifting ice islands as bases. For instance, one such island, ARLIS-2, measured about two by three and one-quarter miles. The island was composed of frozen fresh water and was about 50 feet thick.

The camp at ARLIS-2 was manned by scientists from the University of Alaska working under a Navy contract. They were able to observe Arctic oceanographic phenomena despite the lack of land on which to establish a base.

They also probed into the composition of their base island, which came complete with several 50-foot-high mounds of rock and clay indicating its glacial origin.

**A**NOTHER POSSIBILITY for Arctic oceanographic exploration lies in freezing a ship into the Arctic Ocean ice pack for a three-year scientific research program.

The ship would have a standby propulsion system so it could take advantage of cracks or leads in the ice to maneuver into more favorable positions if the opportunity should arise.

There are multitudes of other facets to oceanography. The Mohole Project, aimed at drilling a hole into the earth's mantle, is one of them.

In 1961, drilling techniques were tested in the ocean south of California off Guadalupe Island. The

drill was lowered from a derrick mounted on a converted Navy YFNB. It penetrated through 600 feet of the primeval ooze, a depth of 11,700 feet from the surface and reached about halfway to the mantle.

The drilling was a success until the bit had to be replaced. Once it was withdrawn, reentry into the drilling site could not be made.

Designs of new drilling rigs are being considered, and a new attempt will be made sometime in the future. When scientists do succeed in drilling into the earth's mantle and learning its composition, a whole new field of knowledge will be opened, which may give clues to the location of oil and other mineral deposits, as well as clues to the evolution of the earth and, perhaps, of the entire universe.

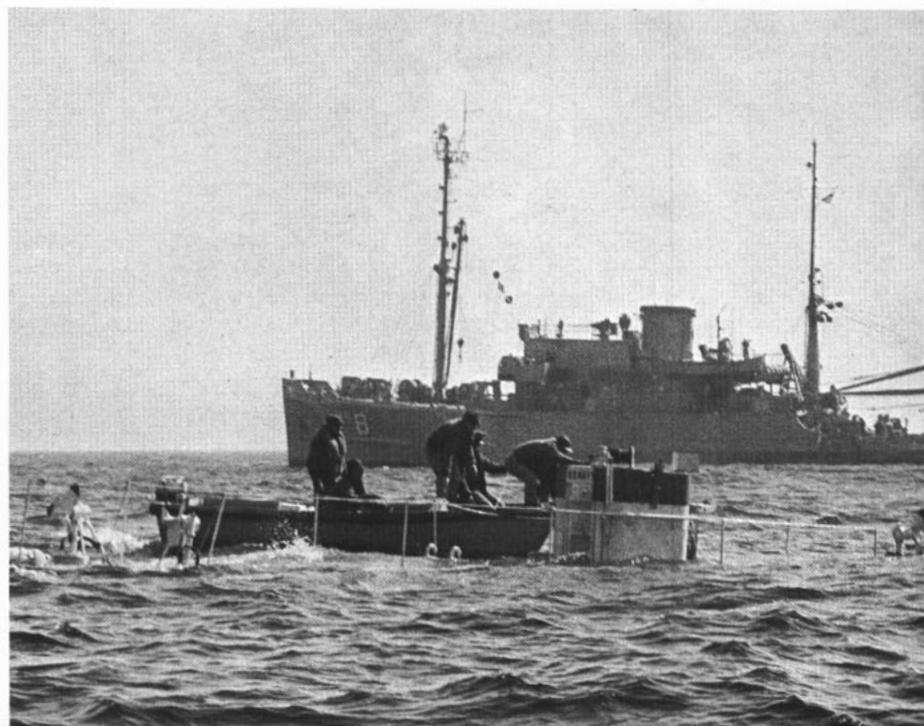
**A**NOTHER FACET of oceanography in which the Navy has achieved success is exploration of the deep deep sea. The descents of the bathyscaph *Trieste* have been widely publicized in the press because of the considerable information which has been obtained on types of life found and sounds heard in the deep.

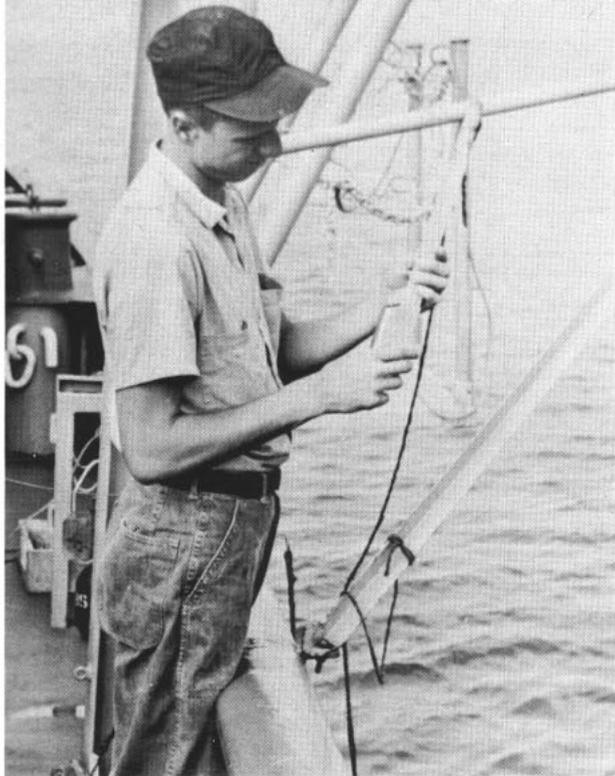
In 1960, *Trieste* descended into the Marianas trench to a depth of more than 6.5 miles. At this time, the existence of life and ocean currents at that depth was established.

*Trieste's* virtual monopoly on deepsea exploration will end in the foreseeable future, for there is now under construction a vehicle known as *Deepstar*, which will be capable of explorations at depths of 12,000 feet.

*Deepstar* will be manned by a crew of three. It will have two

**LOOK OUT BELOW** — Bathyscaph *Trieste* has achieved great success in gathering information about life and sounds down in the deep deep sea.





NOW SEA THIS — Survey team member checks tide gauge. Rt: Temperature of ocean's surface is recorded.

mechanical arms, one of which will hold a powerful light, the other will have steel fingers precise enough to pick an organism from the ocean floor.

*Deepstar* will be self-propelled, and can dive, surface and maneuver without being hindered by surface lines.

While underwater, it can search for minerals, perform salvage operations, take photographs and electronically gather information.

Another vehicle called the *Alumnaut* will also be able to maneuver on the bottom of the sea at an even greater depth than *Deepstar*. *Alumnaut* will probably be able to dive three miles—a depth which would permit exploration of 60 per cent of the ocean's floor.

**T**O DO ITS OCEANOGRAPHIC JOB better, the Navy is enlarging its research fleet. Before 1970, the construction of 34 new ships will be completed. Sixteen of the new ships will be survey vessels, eight of which will replace existing ships.

Another 18 will be for research (of which seven will replace existing ships.)

Probably the most unusual of the new oceanographic research vessels is the Flip (short for Floating Instrument Platform) designed and operated by the Scripps Institution of Oceanography of the University of California. The name "Flip" is

more than a nickname, it is a description. The Flip is not self-propelled; it must be towed. While being towed, it is in a horizontal position with its long axis parallel to the water.

This 355-foot ship is unusual because it flips into a vertical position, thus providing the oceanographers on board with a stable platform even in rough seas.

Oceanographers will put Flip to good use in studies of wave motion, marine biology, internal waves, sound waves and other ocean phenomena.

**W**ITH SUCH EFFORTS being made to learn the secrets of the oceans, it might be expected that a massive amount of information is being stored somewhere. The somewhere in this case is the National Oceanographic Data Center in Washington, D. C.

In 1961, when the data center was established, the Navy Hydrographic Office transferred its oceanographic files to the center to be used as a starter.

It was an impressive beginning. To get an idea of the amount of information then available, it will suffice to say there were more than 20 million cards punched with North Atlantic observation data alone.

From this center, oceanographic information gathered by the U. S.

Coast and Geodetic Survey, Bureau of Commercial Fisheries, National Science Foundation, Atomic Energy Commission and the Weather Bureau, as well as that collected by the Navy, is distributed.

In addition to other data, the center also furnishes basic information for such investigations as studies of the Gulf Stream, hurricanes and fishing problems.

**I**F OCEANOGRAPHIC DATA has been collected in unprecedented quantities during recent years, it promises to increase in quantity and quality in the immediate future. Instruments available to oceanographic scientists are improving.

For instance, the device earlier used for measuring waves was difficult to handle and required laborious analysis.

A replacement for this device is on the way, in the form of an instrument which will measure waves by means of sound.

The Roberts current meter is another instrument which has proved to be rugged and accurate in measuring currents above 0.1 knot.

The Navy is making use of an experimental electronic bathythermograph (to measure temperature in relation to depth) from a hovering helicopter.

Another airborne measuring device is the radiation thermometer

which is installed in an airplane and scans the surface temperature of the ocean.

Buoys, manned or unmanned, increasingly furnish platforms from which instruments can be suspended in the ocean to measure the speed, direction of movement and temperature of the water.

Recent years have provided a tremendous boost in our oceanographic knowledge.

The present increased efforts have been spurred by greater than ever reliance on seapower in national defense and by the increased role which the sub plays in that defense.

**O**CEANOGRAPHIC RESEARCH ranks high from the standpoint of national security, for an attack from enemy submarines lying undetected off our shores could be devastating. The force which best knows the medium in which it operates would have an immeasurable advantage in any hostile situation.

Tremendous strides are being made in oceanography and they will continue to be made. As information is collected, bit by bit, large



SEA SURVEY — LORAC plotting watch on board USS Serrano (AGS 24) mans instruments to accurately fix their ship's position while charting sea.

pictures come into focus, and the sea, which man's mind has barely grasped in the past, begins to emerge clearly.

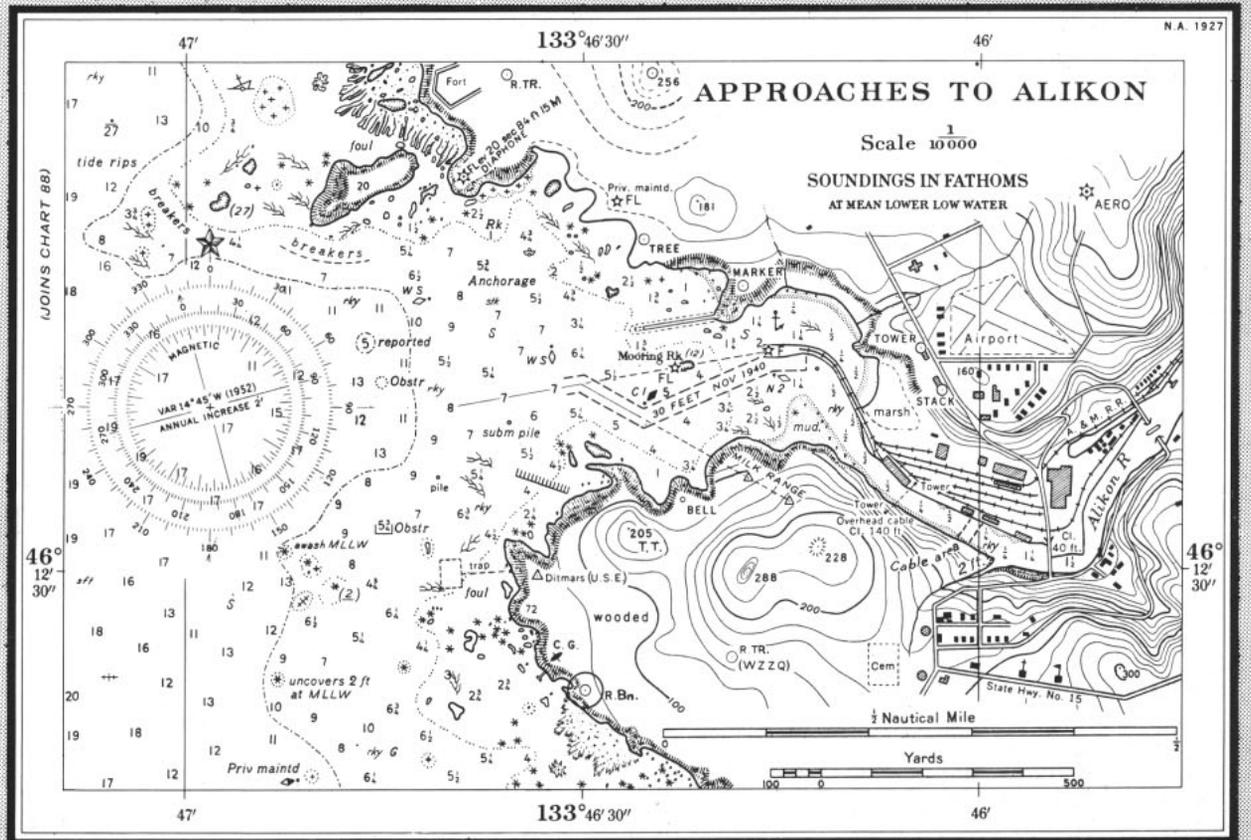
For the future, the horizons are unlimited. Industrially, the oceans are limitless treasure houses. Militarily, they have assumed an impor-

tance which they have never before had in the history of mankind.

As methods for oceanographic study improve, the oceans of the world will undoubtedly be put to uses which seem to be only in the realms of science fiction today.

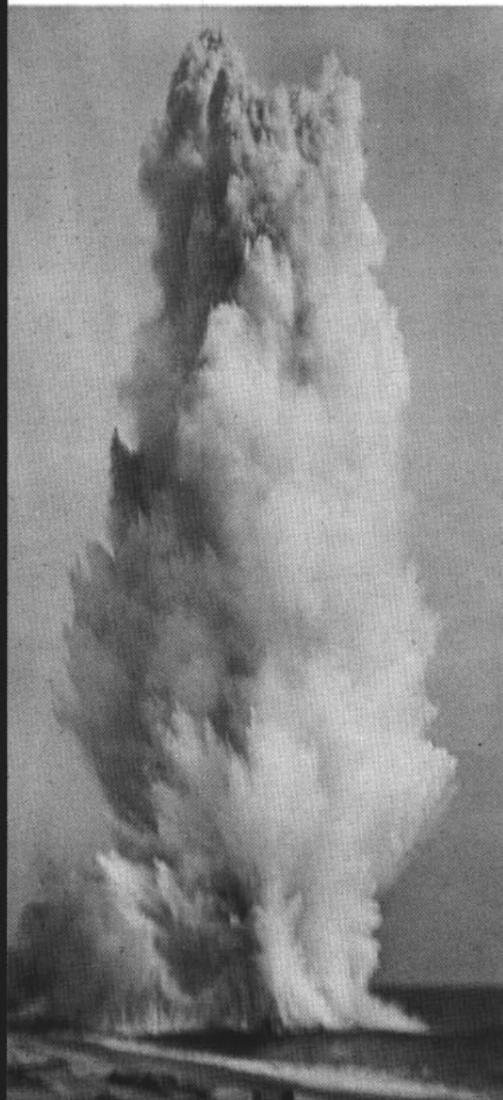
—Robert Neil

SAMPLE CHART shows type of work Navy survey teams are doing in studying waters throughout the world.





FROGMEN move out from submerged sub. (Below) UDT-planted charges are set off. (Rt.) Troops disembark from LCVP.



# Amphib Forces—

ON 20 FEB 1942 the Commander in Chief, U. S. Fleet sent a simple two-line message to his Atlantic and Pacific Fleet commanders. It was the first step in the formation of one of the most powerful naval forces the world has ever known. The message directed them to organize amphibious forces as part of their fleets.

Today, although there are fewer amphibious ships than there were during World War II, their role has changed little. WW II type amphibious ships are still in operation, but more modern types are being phased into the force. The new amphibs stress mobility, speed and long operating ranges. The goal of the amphibious force is for all its ships to be capable of operating at a speed of 20 knots.

Added versatility is the trademark of the dock landing ship (LSD), which can now launch troops and equipment by helicopter from its flight deck as well as combat-loaded assault craft from its submersible well deck.

USS *Francis Marion* (APA 249) exemplifies a new attack transport class. These ships are each capable of taking an entire battalion landing team (BLT) to a trouble spot. Powerful 60-ton booms on quadrupod

masts add to their combat-transport capability.

Modern amphibious warfare doctrine incorporates the vertical assault with the older over-the-beach assault with no loss of power. The capability of moving troops by helicopter and bypassing enemy defenses gives the commander increased flexibility. Helicopters may be launched from fast moving amphibious assault ships which resemble the smaller aircraft carriers.

AN AMPHIBIOUS ASSAULT is the most complex of naval operations. It requires exact timing, thorough training and detailed planning. Almost every type of naval unit is employed in an assault operation.

Antisubmarine task groups protect the assault force from underwater attack while the force is on its way to and is in an assault area. Jet aircraft, launched from attack aircraft carriers far at sea, provide close air support. Guided missile cruisers and destroyers neutralize the beach and inland areas with gunfire. Minesweepers clear away mines laid in the approaches to the beach landing sites and mine the flanks of the landing beach.

Navy underwater demolition experts not only reconnoiter the waters



AMPHIBIOUS troops hit beach during assault landing exercise. (Rt.) Jeeps move along causeway from LST to beach.

# Antidote for Aggression

close to the enemy beaches, but also destroy natural and man-made obstacles which could impede the landing force. Navy beachmaster units and amphibious construction battalion personnel prepare the beaches over which men and materials must come to carry the battle inland.

ONE OF THE more important parts of the amphibious force with which many Navy men may not be familiar is the naval beach group. Naval beach groups are made up of three units: a beachmaster unit, an amphibious construction battalion and an assault craft unit. These three outfits are assigned to the naval beach group for training, administration, supervision, coordination and planning.

During an assault the naval beach group supplies beachmaster units for each battalion landing team. The beachmaster unit is the policeman, traffic director and cargo handler of the assault beach.

The officer in charge of the beachmaster unit has control of all naval elements on the beach, reporting directly to the shore party commander. He is responsible for preparation of the beach and its approaches, plus determination and marking of landing sites. His unit controls the em-

barkation into landing craft of supplies, troops and equipment while working with the shore party commander and the traffic control officer at sea.

Beachmasters also control salvage operations on and off the beach, assist in the evacuation of prisoners and casualties, and provide for their own local security.

The second part of a beach group is the amphibious construction battalion. This unit's work includes construction and operation of pontoon causeways, lighterage barges, warping tugs and ship-to-shore bulk fuel systems. Additionally, the construction battalion maintains and operates causeway tender boats. The Seabees are under the command of the beachmaster while they are working on the beach.

The assault craft unit provides heavy lighterage (LCUs and LCM 6 and 8s) for ship-to-shore transportation of troops and supplies during an amphibious landing. It has the responsibility of seeing that boats are repaired at the beach. Assault craft come under dual control during an operation. Craft of the unit are assigned to the operational control of the transport squadron commander. At the beach they come under the control of the beachmaster.

SHIPS IN OUR Atlantic and Pacific amphibious forces include amphibious command ships (AGC), amphibious assault ships (LPH), amphibious transport docks (LPD), attack transports (APA), attack cargo ships (AKA), dock landing ships (LSD), high speed transports (APD) and tank landing ships (LST). Most of these vessels carry the assault landing craft necessary to transport troops to a beachhead and the LPHs carry the helicopters.

In addition to these ships the force contains the East and West Coast amphibious bases, tactical air control groups, landing ship flotillas, schools, training elements, and the command and staff structures required to plan, train for and carry out the many phases of amphibious operations.

One part of the amphibious force which, most will agree, is extraordinary is the underwater demolition team. So that the role of these units will not be overlooked, let's take a look at their history and training methods.

Underwater demolition teams were the solution to many problems encountered in WW II amphibious operations. The waves of landing craft carrying troops to the beaches of Tarawa in the Pacific went

aground on a submerged coral reef which had not been revealed by aerial reconnaissance photos. The reef forced the troops to wade about 700 yards in hip-deep water under heavy Japanese fire. Losses were extremely high before the landing force had even established a beachhead. Staff planners of all services recognized that the success of other amphibious invasions against Japanese-held territory would be jeopardized if natural and man-made obstacles to the seaward of the beach were not discovered and removed. Therefore the underwater demolition teams were organized.

**T**HE FIRST UDT personnel were recruited from the Seabees, and from the early Navy and Marine Scout and Raider volunteers, who were rugged, physically capable, and who had swimming experience.

At Fort Pierce, Fla., in the early summer of 1943, an intensive physical training program was devised, based on the theory that a man is capable of 10 times as much physical output as is normally believed possible.

Demolition work was emphasized. Methods were developed for demolishing the kind of obstacles expected in future operations. Grueling night-time problems, conducted in the snake and alligator infested swamps of Florida, produced a Navyman who was at home with mud, noise, exhaustion, water and hostile creatures . . . human or otherwise.

During the Korean conflict, underwater demolition units performed beach reconnaissance missions, made

sneak inland raids to gather intelligence data, and destroyed strategic targets such as roads or bridges in coastal areas. Inland penetration training continues to be part of UDT basic training.

The secrecy covering many UDT tactics was lifted after the Korean conflict. In recent years new developments and concepts have made part of the training classified once more.

Now that we have an idea of the units involved in an amphibious operation, let's see what happens before and during a typical amphibious assault, keeping in mind that every operation varies according to the situation.

**T**HIS HYPOTHETICAL situation involves an amphibious assault on an enemy-held island. Here's the problem.

Some weeks ago, an aggressor nation made a surprise landing on Erewhon Island, located 700 miles from the aggressor homeland, and 1500 miles from our bases. In accordance with a mutual defense pact, the nation of Erewhon has requested the United States to assist in dislodging the aggressor from the island.

Following a National Security Council meeting, the President directed the JCS through the Secretary of Defense to take military action to dislodge the enemy and to restore the friendly government. The JCS then directed implementation of the plan.

The commander of the amphibious force for the ocean area including Erewhon Island has been named the commander of the amphibious task force. The landing force will be

commanded by the commanding general of the Fleet Marine Force. Two task groups, the eastern attack group and the western attack group, will each land one Marine division wing team in assault.

**T**HE EASTERN attack group is the one we'll observe.

Intelligence reports indicate enemy forces on Erewhon Island consist of two rifle divisions, a small naval unit and air force ground personnel—a total of 30,000 men.

After evaluating these reports, planners for the operation determined the scheme of maneuver ashore. Commander eastern attack group was assigned the following ships, craft and equipment:

One AGC to serve as eastern attack group flagship and afloat command post for the commander of the eastern landing group. This ship will provide communication and command facilities, plus space for headquarters staff and equipment.

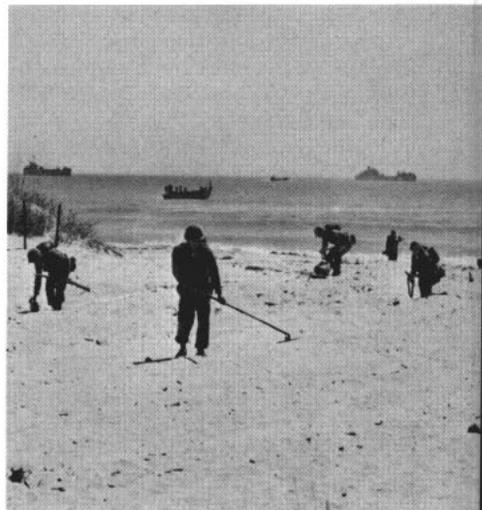
Eight APAs to carry most of the assault troops and their combat cargo, including vehicles.

Twelve AKAs to carry rations, water, fuel, ammunition and high explosives, plus a number of wheeled vehicles and troops to man them.

Ten LSDs to transport the largest landing craft in their well decks. They will be loaded with heavy mobile equipment and will also carry rolling stock on their weather decks.

Eighteen LSTs capable of discharging their cargo of tracked and wheeled vehicles either directly onto the beach or onto pontoon causeways which they also carry to the landing area.

LCU'S MOVE tanks and heavy combat vehicles to beach. (Center) Road is checked for mines and marked with tapes.



**ALL HANDS**

Four LPHs for the transportation of helicopters and helicopter-borne troops with their combat equipment.

Twenty-two LCUs, landing craft utility. These are the large craft carried in the well decks of the LSDs.

The amphibious ships will carry over 400 landing craft in addition to the 22 LCUs, and more than 100 amphibian tractors, all for use in the over-the-beach assault.

**P**LANS CALL for two regimental landing teams to make simultaneous landings in assault craft at H-hour. Thirty minutes later the assault elements of another regimental landing team will land by helicopter farther inland behind the beaches. The four LPHs will carry about 96 Marine transport helicopters for this ship-to-shore movement. This will make a total of about 30,000 troops initially landing over the eastern beaches.

Many activities must precede the invasion. Strategic Air Command will conduct theater type offensive air operations against enemy installations on Erewhon Island. An attack carrier striking force will commence operations several days before D-day. Naval gunfire bombardment will begin a little later, but also before D-day the air mission will be designed to gain and maintain local air superiority, isolate the objective area, obtain strategic intelligence, destroy enemy installations and lower enemy morale.

Aircraft of the Marine Aircraft Wing will flight ferry into Short Airfields For Tactical Support (SATS)



UDT SWIMMER undergoing training gets set to drop from speeding boat.

when installed ashore to continue providing air support to the Marines.

On the night of D-3, troop reconnaissance units will reconnoiter the assault beaches, and the beachhead, setting up devices farther inland for the guidance and control of the helicopter waves. Underwater demolition teams will make their hydrographic reconnaissance on the same night. This includes a survey of the water area from the shore line to a depth of about 18 feet, locating natural or man-made obstacles and charting beach gradient. Both units will be brought in by submarine.

Minesweeping will commence pre D-day in time to clear mines for the amphibious ships that arrive on D-day, and the dangerous job of removing enemy mines will be covered by intense naval gunfire.

A Marine division, the landing

force reserve, will conduct a diversionary landing off the northern beaches of Erewhon Island three hours before the main landing—H-3 hours. This is part of a plan to divert enemy attention from the principal landing sites.

**N**OW WE HAVE the over-all picture of the operation. There are five basic phases on which the success of a landing depends. Phase one is *planning*. Then comes *embarkation of the landing force* into assigned shipping; *rehearsal*, to ensure that assault plans will work; *movement to the objective*; and the *assault* on the enemy-held beaches. Some of the aspects of planning have been mentioned briefly. The other four phases depend on careful, complete and detailed attention to the plans.

During the embarkation phase,

USS VALLEY FORGE (LPH 8) and her sister ships transport and land helos, portable equipment and amphibious troops.





HELOS RETURN to LPH after landing troops behind 'enemy' positions.

the amphibious ships will go to the various loading points. Troops, equipment and supplies move to the vicinity of the embarkation points and arrange to load as the ships arrive.

While loading is in progress, the captain of each ship insures that it is being done in accordance with loading plans. The troops assist by providing dock working parties, security forces, dock communications, special cargo slings and personnel to assist in storing and securing the equipment in the holds.

Combat loading is carefully planned and must be done so that the ships will be unloaded as required by the assault forces. A combat cargo officer (usually a Marine) is in charge of the loading of each ship.

Next comes the rehearsal phase. This is based on the actual plan for the operation. Time must be allowed for the complete execution of the plan, and for repair or replacement of equipment and supplies. The rehearsal is as realistic as possible and may include naval gunfire and air strikes with token rounds of live ammunition. Enough unloading is done to test the tactical and logistical plans. After rehearsal, plans will be corrected as necessary.

**M**OVEMENT TO THE objective area takes place according to a detailed plan which allows for the difference in ship characteristics and

missions. The advance force is the first to arrive. It includes ships taking part in naval gunfire bombardment, air attacks, minesweeping and the support of underwater demolition teams and troop reconnaissance units.

While the advance force is in the objective area, the attack force is on the way, separated into movement groups such as amphibious squadrons, helicopter support groups and support groups. Sailing at different times from different places and by different routes, these ships all arrive in the objective area on schedule.

When the enemy has organized a landing area for defense, naval gunfire bombardment is necessary to the success of our amphibious assault. For the operation on Erewhon, a fire support group of cruisers and destroyers is formed to conduct the bombardment. Eight-inch and five-inch shells are used to destroy targets which threaten ships, aircraft, minesweeping, or underwater demolition operations. As in the past, accurate gunnery plays an important role in amphibious actions.

The submarine is a threat to our ships in the objective area as well as on the open sea. Defensive and offensive antisubmarine measures include defensive minefields of our own, ASW helicopters with dipping sonar devices, destroyer barrier and attack patrols, sonar buoys monitored by ASW aircraft, and around the clock air search by ASW aircraft.

**W**HEN THE AMPHIBIOUS task force arrives in the objective area, fighter sweeps and air strikes will be increased to maintain the air superiority gained during the previous days of air attacks. Shortly before H-hour, strafing attacks will be conducted ahead of our approaching assault waves. These attacks will keep enemy forces pinned down.

While the amphibious ships take station off the assault beach on the morning of D-day, the underwater demolition teams return to the beach. Each swimmer is assigned a specific obstacle on which to place an explosive charge.

Under cover of intense naval gunfire and air attacks, a high speed landing craft, towing a rubber raft, speeds to the beach with the frogmen on board. About 500 yards off shore, the boat turns and begins running parallel to the beach, unloading swimmers every 25 yards. As each swimmer goes over on the seaward side his pack of explosives is thrown over on the opposite side.

Each man then goes to his assigned obstacle and secures his explosives to it. All charges are tied in with detonation cord and the swimmers are recovered after bringing long leads of the cord seaward. To these leads are attached delay fuses which are ignited as the last swimmers are recovered. Detonation of the entire obstacle field in one blast clears the way for waves of landing craft already loaded with assault troops.

**T**HE MOST critical phase of the operation is now at hand.

Ships of the amphibious task force, including the eastern attack group, have taken their assigned stations under cover of darkness and intense naval gunfire. Two hours before H-hour, the amphibious task force commander signals "Land the landing force."

Our assault groups move over two beaches, designated Blue Beach and Red Beach. Each colored beach is divided into two numbered beaches, Blue One and Two, and Red One and Two. This is a division strength assault with a regimental landing over each colored beach and a battalion landing team in assault on each numbered beach.

The division has another regimental landing team which will be landed behind the enemy defenses by vertical assault. Similar activity

will be taking place on the beaches assigned to the western attack group. In addition each division will maintain a reserve to be landed as and when required.

The line of departure for assault craft is an imaginary line parallel to each beach and 4000 yards to seaward. The distance will vary in other operations, since it depends on several factors, including water depth and whether the landing is in daylight or darkness.

When numbered beaches are separated, there is a line of departure for each beach, marked on one flank by a primary control ship, and on the other by a secondary control ship. The primary control ships for Red Beach One and Blue Beach One are high speed transports, APDs. On Red Beach Two and Blue Beach Two the primary control ships are LSDs. All four secondary control ships are minesweepers.

The control organization embarked in these ships is responsible for the tactical control of all waterborne ship-to-shore traffic. Assault waves are dispatched from the line of departure by signal, and are controlled all the way to the beach with radar and radio, thus insuring the arrival of each wave at the right time and in the right place.

**L**ET'S EXAMINE the assault waves, looking first at Red Beaches One and Two.

Wave one is composed of LVTHs (landing vehicle tracked howitzer),

each of which mounts a gyro-stabilized, turret-enclosed 105mm howitzer. LVTHs provide advance fire for the assault, filling the gap between the first wave of troop craft and the rolling barrage of naval gunfire which is maintained 750 yards ahead of the first wave.

Waves two and three are composed of another type of amphibian vehicle, the LVTP (landing vehicle tracked personnel). They can carry up to 34 combat-equipped troops and afford the protection of side and overhead armor.

Both types of amphibian were brought to the transport area by tank landing ships and were debarked over their bow ramps to a launching area just to seaward of the line of departure, thus reducing the distance the amphibians must travel through the water.

Wave four is composed of LCM 8s (large landing craft mechanized), each carrying a 60-ton heavy tank to provide additional fire power for the advancing troops.

Wave five consists of LCUs (landing craft utility). They are our largest landing craft and were brought to the objective area in the well decks of dock landing ships. They are loaded with tanks and other heavy mobile equipment, such as the bulldozers and cranes used by the shore party.

Waves six, seven and eight are made up of LCVPs (landing craft vehicle personnel), each carrying 36 combat-equipped troops.

The assault waves on Blue Beach One and Blue Beach Two are of slightly different composition, in order to best support the landing over that beach. The first wave is LVTH to provide advance fire power. Waves two and three are LCVP. Wave four is LCM 8 with heavy tanks embarked. Wave five is LCU. Waves six, seven and eight are LCM 6, smaller landing craft mechanized, some carrying medium tanks, some with anti-tank tracked vehicles called Ontos, and others carrying about 100 combat-equipped troops.

**A**RRIVING WITH the assault waves are salvage and medical boats. They are LCM 6s which remain just off the beach throughout the ship-to-shore movement.

All of the boats are lowered into the water when "land the landing force" is signaled, and they are kept busy until all of the troops, equipment, and supplies of the landing group have been landed. After going into the water, the boats form assembly circles in the vicinity of their parent ships. From there they are called alongside to debarkation stations to be loaded. After loading, they go to rendezvous areas to be formed into waves and dispatched to the line of departure.

Some boats are loaded with troops, equipment and supplies, which will land after the scheduled assault waves. On-call waves are boats which contain troops or equipment

THREE DOCK landing ships, an attack cargo ship and an amphibious assault ship move out in spearhead formation.



that must be landed as soon as called for by the troop commander ashore. They circle in the vicinity of the primary control ship so they can be immediately available. Non-scheduled units consist of boats loaded with troops and material for which there is an anticipated need early in the assault. These boats are loaded in sequence as boats become available, and are sent to the beach when asked for.

When the enemy has been pushed to a point where he can no longer bring direct fire on the assault beaches, the landing group commander will request that general unloading commence. It will start upon signal from the attack group commander, and all remaining landing group supplies and equipment will be transported to the beach. From the beginning to the end of the ship-to-shore movement each landing craft makes many runs to and from the beach. Each boat used in the assault will return for use during subsequent unloading operations. LSTs may be scheduled to beach or marry to a causeway.

**I**N THE EREWHON operation the helicopter-borne assault commenced 30 minutes after H-hour. The first wave of helicopters was launched from about 40 miles off shore and the next waves are launched with the carriers steaming toward the assault beaches. After completing their first lift, the helicopters return to the carriers to be refueled, loaded and launched with additional troops and

equipment. While in flight to the landing zones, the helicopters are protected by attack aircraft which sweep in from above and fire on any enemy forces which threaten.

During the assault phase of this operation and the following battle ashore, the eastern landing group has a continuing requirement for great quantities of ammunition, fuel, food, equipment and other supplies which must be available where and when they are needed.

The first unloading period must meet the needs of individual landing group units. The general unloading period which follows must meet the needs of the landing group as a whole.

In the early part of the ship-to-shore movement the material needed for logistic support will be carried ashore in the unit vehicles or by the individual Marine. High priority supplies are embarked in landing craft located near the line of departure and readily available to the units landing over the beaches. Supplies for the helicopter-borne units will be located on the LPH and flown into the landing zones as required.

Two landing support agencies are landed with the assault troops and provide for the smooth flow of troops, equipment and supplies across the beach and into the helicopter landing zones.

One is the shore party. To it are attached elements of the naval beach group and the naval officer known as the beach party commander.

The helicopter support team is

landed with the helicopter-borne assault units and performs similar functions in the copter landing zones.

**A**NOTHER UNIT which assists in logistic support activities is the tactical-logistic group. There is a tac/log group on each control ship and on each LPH. They advise the naval control groups of the needs of the troop units ashore and the location of supplies in the amphibious ships.

During the operation on Erewhon, the fuel supply system consists of five dispersed fuel farms with a total storage capacity of 300,000 gallons. Each farm consists of six collapsible rubber tanks, each holding 10,000 gallons.

The various parts of the farms are landed by LSTs, but they could be brought in by landing craft or helicopters. Each farm can be in operation 18 to 24 hours after its elements are landed. They will be supplied with fuel through floating fuel lines extending out to sea. Initially, LSTs will supply the fuel. Later, tankers will be used to discharge fuel into the farms to keep them filled to capacity.

Every amphibious operation has its own special problems and this attack against a hypothetical Erewhon Island demonstrates a typical situation. However, the success of any such landing depends on the meticulous planning and execution of plans by many different commands, and at every echelon of command. —Jim Lewis, JO2, USN

**AFTER LANDING** craft ride from ships anchored in bay, troops advance on beach during amphibious landing exercise.





## Pacemakers in the Sky

**F**IGHTER SQUADRON 121 is an outfit worthy of its name—Pacemakers. Based at NAS, Miramar, San Diego, Calif., the squadron is a unit of Carrier Air Group 12, the Replacement Air Group (RCVG) for the Pacific Fleet.

Originally commissioned as a Reserve squadron, VF-781, 100 per cent of its pilots volunteered for active duty during the Korean conflict. In May 1951 the squadron sailed for the western Pacific aboard *uss Bon Homme Richard* (CVA 31), as part of Carrier Air Group 12. After Korean operations, it returned to the West Coast, and in late 1952 again departed for WestPac aboard *uss Oriskany* (CVA 34). At that time the squadron was flying F9F *Panthers*. In February 1953, VF 781 was redesignated VF 121.

Because aircraft were becoming more and more complex, and standards for all flying personnel were becoming higher and higher, it was decided to form two replacement air groups—Air Group Four on the East Coast and Air Group 12 on the West Coast—which would train other squadrons.

In April 1958, VF-121 added to its reputation as a Pacemaker when it became a part of a replacement air group. It was assigned the task of training pilots of the Pacific Fleet who flew all-weather aircraft. At first, these were F11F and F3H pilots. However, with the addition of the F4H *Phantom* to the Navy's Pacific air arm, VF-121 expanded its program to include training for F4H

pilots, radar intercept officers, and maintenance personnel.

Since becoming an RCVG, VF-121 has trained pilots in F3H *Demon* aircraft, F11F *Tigers*, conducted instrument training in F9F-8T *Cougar* aircraft, and basic radar intercept officer training in the F3D-2T for Pacific squadrons.

The type of job VF-121 has done is best indicated by its achievements. In fiscal 1960, the squadron won the Chief of Naval Operations Annual Safety Award, and in September 1962 the squadron won the same award for fiscal 1962. On 24 May 1961, two Pacemaker lieutenants set a transcontinental speed record, flying from Los Angeles to New York City in two hours, 47 minutes. The plane used was an F4H *Phantom II*, now redesignated F4B.

The squadron is scheduled to receive more F4Bs, thus increasing operational capabilities.

Photos on this page show Fighter Squadron 121 in action on board *uss Oriskany* (CVA 34) in the Pacific.





HAVE RIFLE — Members of Cargo Handling Battalion Two undergo defensive combat training at Camp Pendleton.

## Hot Cargo Handling Battalion

**M**OST PEOPLE, when they hear the term logistics, think only of ships loaded with cargo steaming to combat areas. They seldom, if ever, stop to consider the amount of skill and training necessary for the "simple" acts of loading and off-loading supplies.

There is a Navy unit in the Pacific, Cargo Handling Battalion Two, devoted to just this phase of logistics.

Comprised of only three officers and 70 enlisted men, it is responsible for providing personnel trained in cargo handling whenever and wherever they are needed. This includes

the world's "hot spots" and disaster areas.

In fact, they are so mobile, and travel so much, that during the year 1963 they will be working in almost every operating area of the Pacific. They have already been to Saigon, Taiwan and Okinawa this year.

The name Cargo Handling Battalion might seem at first glance to mean simple pier or stevedore work, but this is far from the case.

CHB2 is a nucleus of supervisory personnel skilled in land, sea and air cargo handling. This includes cargo terminal management, supply

movement control and materials and personnel handling.

Its men undergo the finest training the United States has to offer in defensive combat and survival, cargo handling, and foreign languages.

One week a CHB-2 boatswain's mate might be supervising U. S. troops in the Philippines and the next week be in Vietnam supervising Vietnamese workers—in their own language.

Thirteen members of CHB-2 speak Vietnamese or Thai fluently.

The military phase of their training is designed to obtain defensive combat proficiency and prepare the men physically to accomplish their mission.

This includes a strenuous physical fitness program, hand-to-hand combat, small arms indoctrination, and living in the field, which includes field sanitation, camouflage, infiltration, defensive tactics and bivouac.

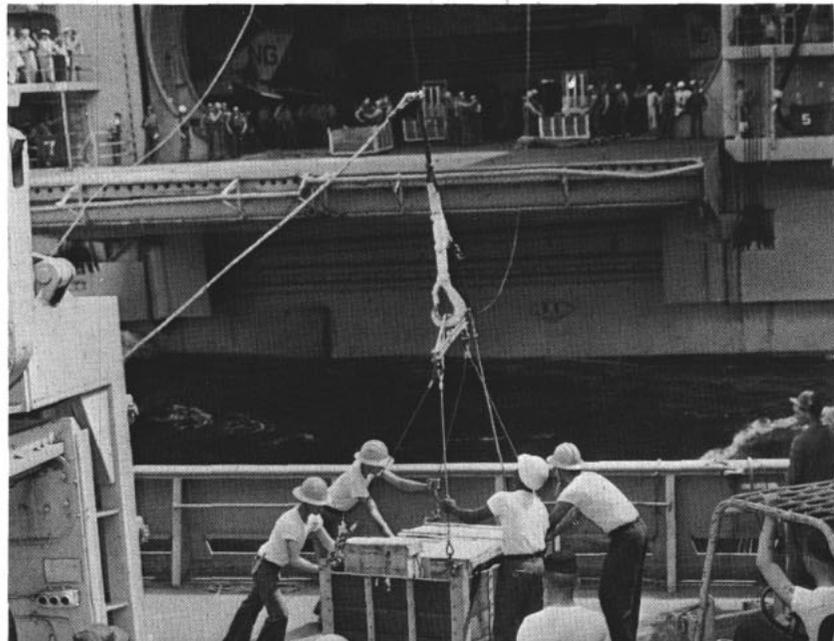
The military training ends with an Escape, Evasion and Survival course.

The professional part of CHB-2 training is just as rigorous as the military.

This is composed of training in ship loading and stowage, cargo terminal management, amphibious operations, and air cargo operations.

The amphibious training includes combat loading and embarkation, general orientation in amphibious operations, a general area intelligence

**EASY DOES IT** — A steel-framed 'skip box' filled with munitions is readied on board USS Pyro (AE 1) for transfer by highline to carrier.



**ALL HANDS**



**LOADING AIRCRAFT**, preparing supplies for air drops, and highlining cargo at sea are a few CHB-2 specialties.

orientation course, and shore party, beachmaster, and assault boat coxswain schools.

The air cargo operations training is designed for the loading and stowage of cargo in aircraft as well as the preparation of supplies for air drops. In the latter phase, CHB-2 works in close liaison with both the Air Force and the Marine Corps.

Homeported at Subic Bay, Philippines, CHB-2 personnel are living up to their motto "Have slings and guns—will travel."

When these mobile movers are not operating, they keep in training by exercising with Underwater Demolition Team personnel and accompanying Marines on various field maneuvers.

They also train aboard attack cargo and troop ships in the Philippines area as well as give the personnel of these ships the benefit of their wide experience.

Cargo Handling Battalion Two was originally established in August, 1950. They were intended to provide not only supervisory personnel,

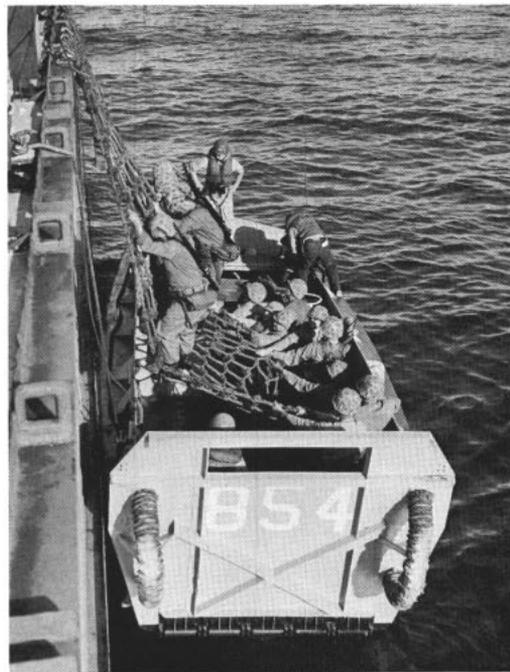
but also the laborers for cargo handling. CHB-2 was deactivated on 1 Jul 1958. When reactivated on 1 Jul 1962, the limitations of available personnel as well as the need for a more mobile unit, resulted in a revised and expanded mission and organizational concept.

The present battalion is divided into the Cargo Operations, Terminal, and Equipment Divisions.

Boatswain's mates make up the largest portion of these divisions, but there are also storekeepers, equipment operators, damage controlman, a yeoman, and an aviation boatswain's mate. The three officers are all from the Supply Corps.

Aside from actual operations, the reorganized battalion is also responsible for conducting research in cargo handling techniques and evaluating new types of cargo handling equipment.

They are an operating force of the Pacific Fleet, under the administrative and type command of Commander Service Force, U. S. Pacific Fleet. —Stewart Prentiss, JO3, USN.



**NETTING DOWN**—Amphibious training helps CHB-2 to be ready to go anywhere at any time a need arises.

**GROUNDING**—Two CHB-2 Navy men train on obstacle course, (Rt.) L. K. Small, DC2, manhandles box at Travis AFB.



# LETTERS TO THE EDITOR

## Seavey and Overseas Teaching

SIR: My wife meets all the requirements of the Navy dependents school system for teachers' positions. If she applied for a job at one of the overseas schools, would I be able to get orders for shore or preferred sea duty at the same location for the duration of her federal employment? My sea duty commencement date is 22 Oct 1958, and I am not on the Seavey list yet. Would that be a necessary prerequisite to obtaining orders to accompany my wife?—H. H. B., QM2, USN.

• *If your wife gets an overseas job, it is possible for you to be assigned in the same location if a QM2 billet is available in the same area in which she will be teaching.*

*Of course, you must have the necessary obligated service for the area tour, and the needs of the service would be considered first in determining your assignment.*

*It appears that you are eligible for overseas duty administered by EPDOPAC, since you are not on Seavey. You should submit a request, accompanied by your wife's application, to CO, EPDOPAC.*

*For additional information see BuPers Inst. 1755.16.—Ed.*

## Twilight Cruises

SIR: Many of us approaching 20 years' service realize that within the next few years the convenience of spending a twilight cruise in the home port of choice will probably be curtailed, owing to the large number of men zeroing in on 20.

If so, why not have the twilight cruise

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.

on the coast of choice? Surely the needs of one coast are as great as the other. And, in many cases, like mine for example, it would be financially sound for the Navy to make coast-of-choice assignments. Permit me to elaborate.

I just completed a normal tour of instructor duty at Great Lakes, Ill., and with just one year to go on 20, I requested duty on the West Coast. I own a home in the San Francisco area, and intend to reside there upon transfer to the Fleet Reserve.

Now I'm in receipt of orders to the East Coast. This means that in addition to my transportation, the Navy will be paying to send my family and household effects from the Midwest to the East, then all the way cross-country back to the West Coast—all within a period of 14 months or so.

Wouldn't it be far easier, and cheaper, to assign me to the West Coast now?

Naturally, this matter is of personal concern, but I'm sure it is of interest to the many others whose active duty time will soon be up.—R.L.R., YNCS, USN.

• Your argument sounds good, chief, but there is a flaw in it. Twilight cruises apply only to those who retire after 30 years' service — not 20. The *Enlisted Transfer Manual* (chapter 19) gives all the details. In general, personnel approaching nondisability retirement after 30 years of active service may request assignment to a geographical area of choice for the last two years.

It would be impossible to guarantee duty of choice to all those approaching 20 years' service.

Agreed, the needs of one coast are normally as great as the other. However, Fleet personnel requirements vary, depending on the world situation and personal requests. Granted that, in your case, the Navy will be digging deeper into the transportation fund by moving you to the East Coast this year, then to the West Coast next year if you transfer to the Fleet Reserve, but distribution authorities figure it will be money well spent under the circumstances.

Personnel planners don't know which

Navy men plan on transferring to the Fleet Reserve until the men themselves set the date. Many change their minds and stay beyond the 19-and-six minimum. In view of this, a twilight cruise for all those who plan to go out on 20 could very well turn into a free ride on the duty train of choice. In many cases the Navy's personnel requirements would be left behind.

You received orders to the East Coast because you are needed there. Had there been an opening for a YNCS on the West Coast at the time your name came up for assignment, and you had requested duty on the West Coast, your chances of receiving the assignment would have been good.—Ed.

## Exchange of Passing Honors

SIR: We have had several discussions on board concerning the exchange of passing honors between naval ships of different nationalities.

I contend that any commissioned U. S. naval vessel in another country's waters should initiate the exchange of honors when passing naval vessels of that nation.

On the other hand, foreign ships in U. S. waters would initiate honors when passing United States naval vessels. Is this correct?—J. T. W., SMCA, USN.

• *There are no official regulations concerning the situation you have cited. Ordinarily, however, the exchange of honors is initiated by the junior in all units of the armed services, regardless of nationality.*

*In instances where seniority cannot be determined and cause for doubt exists, a U. S. Navy ship may, as a matter of courtesy, initiate the exchange of honors.*

*Chapter 21, Section Five, of "U. S. Navy Regulations" provides guidance concerning passing honors.—Ed.*

## China Service Medal

SIR: Can entitlement to the China Service Medal (Extended) still be earned by units which deploy in the Western Pacific for an extended cruise?

If not, what directive established a terminal eligibility date?—R. H. B., YN2, USN.

• *Entitlement to the China Service Medal (Extended) ended on 1 Apr 1957.*

*Eligibility wasn't terminated by directive but rather by a naval message to Fleet Commanders who notified subordinate commands.—Ed.*

## Your ID Tags Are Important

SIR: When are Navy men required to wear metal identification (dog) tags? I say during wartime or during national emergencies. My buddies say at all times. Who is right?—F. A. L., SK3, USN.

• *Your buddies are wrong and you are only partially right. Article B-2102 of the BuPers Manual is the authority on identification tags.*

*The tags are considered a part of the uniform and are to be kept in the owner's possession. They are worn by Navy men on active duty in time of war or national emergency; when traveling in aircraft; when reporting to an Armed Forces medical facility for treatment and when prescribed by the Chief of Naval Personnel or other competent authority.—Ed.*

## Whaleboater Must Boat Oars

SIR: As a lifelong water sports, sailing and rowing enthusiast I read with much interest the two-page spread on whaleboat racing in the June sports and physical fitness issue of ALL HANDS. It's probably true that Navy whaleboat racing became a casualty of World War II, but there has been some activity other than at NTC, San Diego.

Last year I coached (and for a while found it necessary to coxswain) a whaleboat crew at our Reserve Fleet Group in Stockton, Calif. We worked out in a clinker-built surf boat very generously loaned to us by the skipper of the Coast Guard Base at Alameda.

The good initial turnout of volunteer green oarsmen was undoubtedly influenced by the fact that we hit the water immediately following morning quarters, when everyone else was turning to. They found rowing to be rugged work, but interest and enthusiasm soon developed to the point where the rowers asked to stay after liberty call and come in on Saturdays for more workouts.

We made a good showing in the 12th Naval District annual rowing regatta despite the handicap of competing in strange whaleboats. By this time we had so many people eager to try their hand at rowing that our one boat was entirely inadequate. While interest was aroused I decided the only way to continue the program and maintain enthusiasm was to obtain two identical Navy whaleboats and hold intramural competition. Then we could choose a winning first boat for the annual district regatta.

But not so simple! My inquiries at all possible Bay Area sources got only one response, "No whaleboats available." I then enlisted the assistance of the staff of my boss, COMPACRESFLT. Their efforts up and down the West Coast were equally futile. Finally we got the word from BuShips that there were no pulling whaleboats anywhere in the Navy available for issue, but saying there was a possibility of the Naval Academy making some available sometime.

We'd made a good effort to reestablish a splendid sailor's sport, but finally had to train in and secure, or "boat oars." I, for one, regret to see the passing of this builder of team effort, physical condition, competitive drive and ship's company spirit.

Without nit picking at minor discrepancies in his quoted commands, thanks to journalist Jeff Davis for an interesting, well-researched, well-written, and I'm afraid, nostalgic article.—R. S. Heady, CDR, USN.

• And thank you, commander, for the interesting letter. We're glad to hear that there are still some whaleboat racing enthusiasts left, and we hope the sport doesn't die. Does anyone know



WHALEBOAT CREW and coach, CDR R. S. Heady, USN, of Stockton, Calif., Reserve Fleet Group take time out from the sport to pose for picture.

where CDR Heady and people at other interested activities can get some pulling whaleboats?—ED.

## Bean Soup Supreme

SIR: Where's the bean soup recipe?

Last December you announced the winner of the 1962 Navy Bean Soup contest as Second Lieutenant Vernon J. Perz, USMC, the commissary officer of uss Princeton (LPH 5). You promised at the time to publish the winning recipe in a future issue.

Have I missed it? I'm known as the champion bean soup maker in my area but, it seems, there is always a better way and my competitors are breathing down my neck.—LT R. J. E., USNR (Ret).

• Relax. You now have the situation under control. We've been a little diet-conscious lately and didn't want unduly to tempt ourselves. However, we'll make any sacrifice for a faithful reader, so here is the winning recipe worked up by Second Lieutenant Perz for what he calls LPH-5 Bean Soup. The recipe should yield six 9-oz. portions.

Needed—9 ozs. Michigan navy beans; 5 cups boiling water; 2 qts. ham stock; 3 ozs. tomato puree; one-half tsp. black pepper; pinch nutmeg; 2 ozs. carrots; 2 ozs. celery; 2 ozs. onions; 2 ozs. ham

## Leave Is A Right

SIR: Is leave a right or a privilege? I say it's a right. Others with whom I work insist that leave, like liberty, is a privilege. I trust you can settle this disagreement.—J. J. B., YN2, USN.

• Leave is a right established by law. Title 37, U. S. Code, makes it clear that "Each member of the armed forces shall be entitled to leave at the rate of two and one-half calendar days for each month of active service."—ED.

scrap; 1 tablespoon flour; 1 tablespoon butter; salt to taste.

Rinse beans in cold water and drain. Add beans to boiling water. Bring water back to boil. Cover and boil two minutes. Remove from heat and let sit for one hour. Drain.

Add beans to warm ham stock and bring to boil. Add puree, pepper, and nutmeg. Add all vegetables, finely chopped. Mince ham scraps and add to mixture. Simmer 3½ hours.

Prepare a roux of flour and butter and add slowly to bean mixture. Salt to taste and simmer 10 minutes.—ED.

## Whence Gedunk?

SIR: In Taffrail Talk in the June issue a request was made for information tracing the source of the term gedunk. As tour guide at NAS Alameda, Calif., I had been unable to answer that question on the numerous occasions when Cub Scouts and their leaders became inquisitive.

Finally an old salt came to my rescue. He's a Seabee, and he told me that during World War II the sailors on the South Pacific islands carried on with the traditional Navy coffee break. When they sat around dunking their donuts and spreading scuttlebutt on these occasions, the natives looked on with astonishment at the dunking ritual, and eventually incorporated "the dunk" or "gedunk" into their vocabulary. Sailors picked it up, and it spread rapidly as a term for coffee break.—Mary M. Pulver, SN, USN.

SIR: I could be way out on this one, but somewhere in the dark recesses of my memory I recall a discussion about the origin of the term gedunk. As I recall, it was tied to a Chinese expression which sounded like "gee dung" and meant, roughly, a place of idleness (not to be confused with scuttlebutt).

I do know that affixing the term to



NOT SO LONG AGO—Navymen of the 1920s. That's all we know about this interesting photo. Maybe you can add something about the group.

ice cream was an outgrowth of World War II, when the gedunk stand became a place to buy ice cream, thence the fixation to the commodity. As I remember, the ice cream store in Harold Teen was the "Sugar Bowl."

Perhaps there are a few old China station sailors left who can confirm or deny my theory.—J. D. Tikalsky, JOCM, USN.

SIR: Having just completed perusing my copy of June ALL HANDS from kiver to kiver, and being particularly mindful of the old days of 1912-1932 when I did my 20, the section on whale boat racing took me back to those days. Being a lightweight, I performed as cox'n, more or less, at drills. I never

performed in a race. Then, too, came the memory of an old shipmate and friend, Phillip A. (Ciggy) Carey, CBM, USN, who sent me a picture in 1918 of how he kept the Yeomanettes of Receiving Ship, Puget Sound, in trim (see cut). As to the girls' physical fitness, I'll leave it to you to decide.

Now, about the word *gedunk*. Its use dates back, in my memory, to about the time you mention—the Harold Teen era. But actually, it is derived from the German *tunk* (pronounced *toonk*) which means literally to dip or sop, either in gravy or coffee. It was a common practice in the days when bread was not readily obtainable daily, for one had to do a bit of "tunking" to soften the stale bread. The *ge* (pronounced *gay*) is a

German unaccented prefix denoting repetition or continuation of the action. In time, evidently, it went from *getunk* to *gedunk*, and that's where the situation stands now.

The mail buoy gag? That makes me think of the middle '30s when, after completing my 20, I sort of hibernated through the depression years in the sand hills of South Carolina. In the small town where I held forth, I knew a Civil War veteran who had been a corporal in the war but who, by then, had become an "honorary general." One day, while sitting in the village square with some of the local lads, all of our eyes suddenly focused on some passing young ladies. When our pulse beats returned to normal one of the lads asked: "General, how old is a man before he stops thinking about girls?" To this the General—then aged 92—slyly retorted, "Son, you'll have to ask someone older than me." The mail buoy gag was going on in 1913 to my knowledge, so, as to its origin, you'll have to ask someone older than me.—Johnny Wagner, SKC, USN (Ret.)

• *Thanks for your letters and offerings on the origin of gedunk. They all sound feasible enough. With Navymen the sailors of the world that they are, it's just as likely that a commonly used expression could originate in China, the South Pacific or Germany as easily as it could in Norfolk. In any case, we'll reserve judgment until the proof is better documented.*

*On the subject of the whale boat crew operated by the Yeomanettes in 1918, we must declare that they certainly look healthy.—Ed.*

**Want NEASP? Try NESEP**

SIR: I recently visited my ship's personnel office for information concerning the Navy Enlisted Advanced School Program (NEASP). The personnelman searched his files, but couldn't tell me what it is, who is eligible, and what it does. Is NEASP still in existence?—J. M. C., RD2, USN.

• *It's not—at least not under the name NEASP. In 1958 the Advanced School Program was combined with NESEP—the Navy Enlisted Scientific Education Program. The Advanced School course was renamed NESEP Course A, and the former NESEP procedure was given the name NESEP Course B.*

*Each course leads to a commission in the Regular Navy. Course A trains enlisted men in electrical engineering with emphasis on electronics systems. Course B is an amplification of Course A, and trains enlisted men in the general fields of science and engineering.*

*For the word on NESEP your personnelman should check BuPers Inst. 1510.69 which was distributed in August. Also see The Word Section.—Ed.*



FITNESS NO PROBLEM—Yeomanette whale boat crew of Receiving Ship, Puget Sound, Wash., pose with their coach for this 1918 photograph.

## Good Old Days in Gitmo

SIR: Your story on Guantanamo in the May issue brought back memories of my tour of duty there during the late twenties. I was assigned to the station in March 1928 and returned to the states for discharge three years later.

It was the era of the Atlantic Scouting Fleet (the term "force" was yet to come), which wintered in the Caribbean. The ASF was always preceded by *uss Antares* (AG 10) and her brood of target-towing tugs and "birdboats." The Fleet would stay until May, then sail away, leaving Gitmo to drowse through the long hot summer. The return of *Antares* in early January became our harbinger of fresh spring weather and more excitement, and bugles would once more be heard blaring across the beautiful sheet of water which is Guantanamo Bay.

The station resembled a small village. There was one main street, the length of a city block, which accommodated all the activities of the command, including shops, offices, commissary, canteen and soda fountain, and the indispensable ice house. There was also a Chinese restaurant, a civilian-operated tailor shop, and a camera store. The Marine detachment on Fisherman's Point boasted a post exchange, which was much more elaborate than our lowly canteen. Everyone turned out to welcome *Kittery*, the transport that called regularly at Gitmo, San Juan and the Virgin Islands. There was little enlisted housing, and the homes of a few married chiefs were in scattered locations. One chief lived at the coaling station, and had to be picked up and returned daily by boat.

It was also an era of history in the making—of change. The old *uss Rochester* (ex *New York*, ACR 2), *Denver*

## 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 Mobile* (CL 63)—A reunion is being planned for former crew members. For details, write to Travis N. Price, 1017 Linda Lane, Nacogdoches, Tex.

- *uss Mona Island* (ARG 9)—All crew members who are interested in holding a reunion, time and place to be decided, may write to King Royer, 1237 S.W. 9th Road, Gainesville, Fla.

- *uss Saratoga* (CV 3)—The 12th annual reunion will be held at the U. S. Grant Hotel, San Diego, Calif., on 5 October. For complete details, write to Victor J. Bianchi, 1124 Del Mar Ave., Chula Vista, Calif.

(C 14) and *Cleveland* (C 19) were still in commission, while the first cruiser to be built since the four-stackers, *uss Salt Lake City* (CL 25), had made a first port call at Gitmo. Little more than a decade was to pass before she became a legend in the sea battles of World War II.

*uss Texas* (BB 35) steamed in with talking pictures. And a plane flew in for a few days at Hicacal; its owners were shortly to undertake a venture now known as Pan American Airways. And a smoky haze settled on the bay as the saluting batteries of the Fleet honored

the young man in the *Spirit of St. Louis* as he flew over en route to a tour of South America.

Gitmo meant choice duty and an interesting assignment—there was lots of work but very few problems of any kind.—Fred G. Abrams, DCWC, USN (Ret).

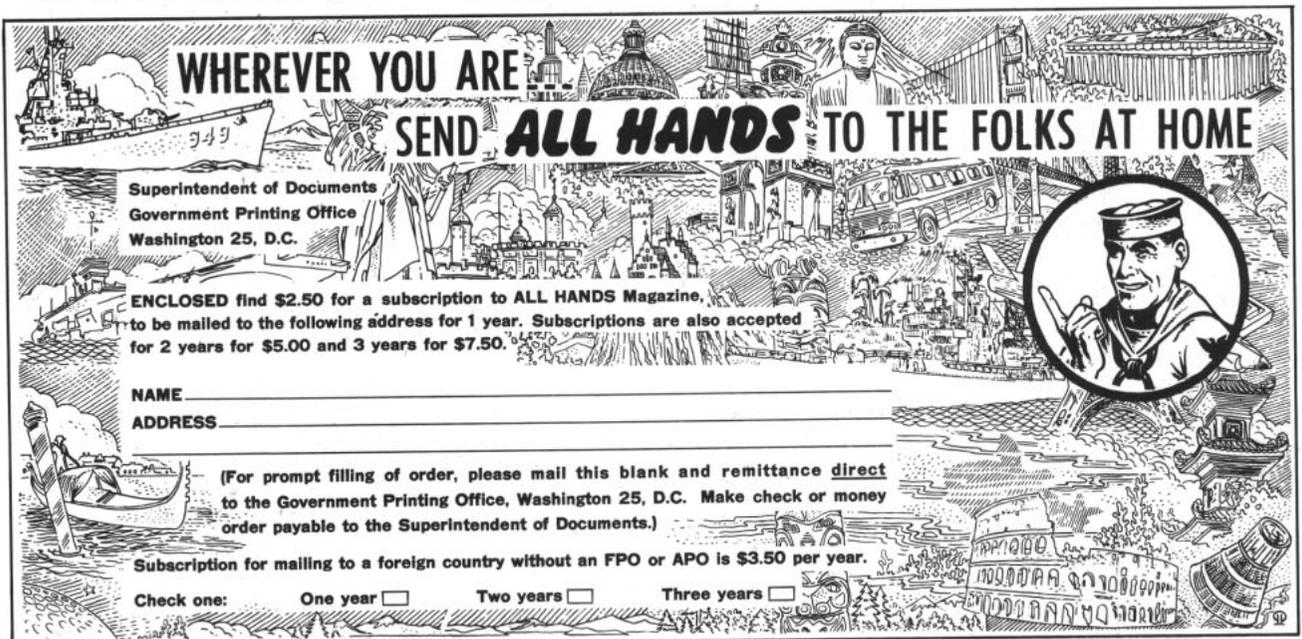
• *Thanks for your interesting letter, chief. It induces nostalgia for the uncomplicated good old days.*—Ed.

## Medal for Cuban Crisis

SIR: I have heard through unofficial sources that a medal is going to be awarded to personnel serving on duty connected with the Cuban crisis. If this is true, who will be eligible for it?—A. G., SFP2, USN

• *There are two medals available for the Cuban crisis (see ALL HANDS, May 1963, page 41): the Armed Forces Expeditionary Medal for all eligible armed forces personnel, and the Navy Expeditionary Medal (or Marine Corps Expeditionary Medal) for eligible Navy and Marine Corps personnel. SecNav Instruction 1650.19 of 10 Aug 1962 furnishes information concerning the general criteria for the Armed Forces Expeditionary Medal, and specifies the operations and dates thereof. By Change One to this instruction Cuban service (from 24 October 1962 to a date to be announced) was added to the list of operations.*

*SecNav Notice 1650 of 2 March 1963 furnishes information concerning the Navy and Marine Corps Expeditionary Medals for Cuban service from 3 January 1961 to 23 October 1962. Lists of participating ships and units for both awards are now being compiled by the Chief of Naval Operations, and until such lists are completed, determination of individual eligibility cannot be made. Watch for the list in ALL HANDS.*—Ed.



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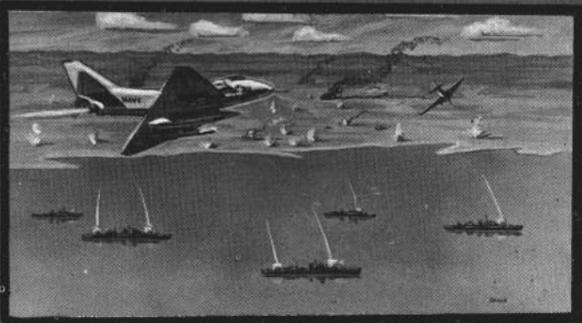
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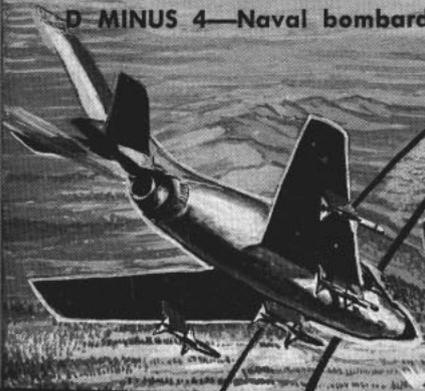
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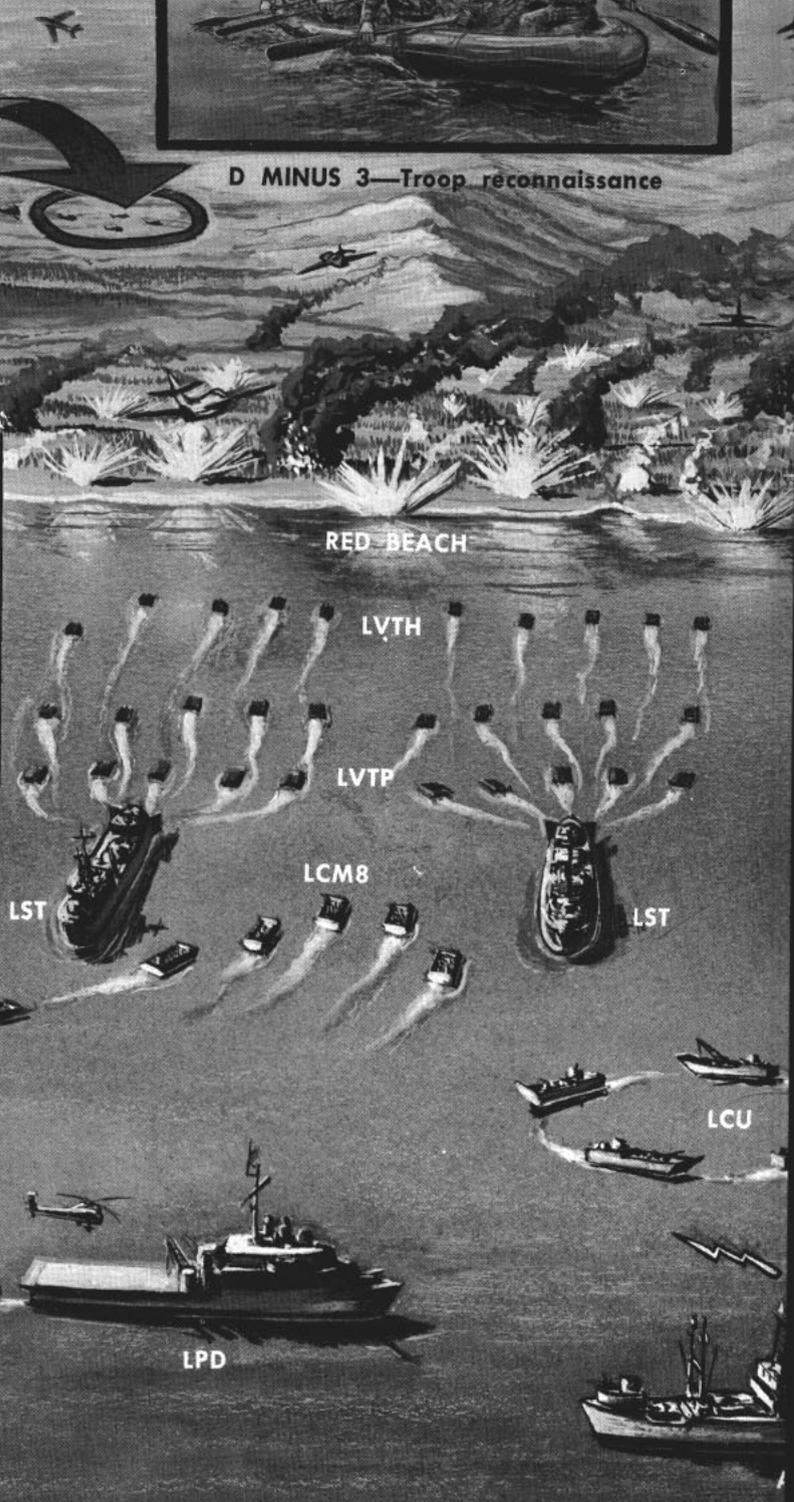
D MINUS 7—Aerial bombardment  
D MINUS 4—Naval bombardment



D MINUS 3—Troop reconnaissance



D-DAY—Helicopter assault from LPHs and LPDs



RED BEACH

LVTH

LVTB

LCM8

LST

LST

LSD

LCU

LCVP

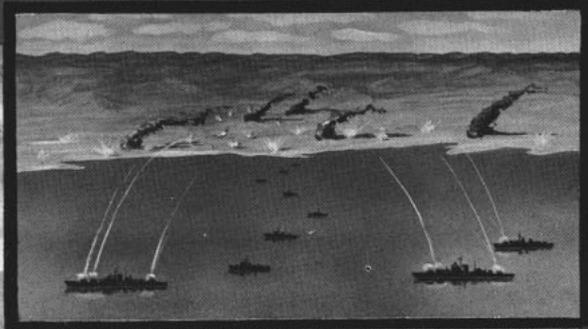
LPD

AKA

# RATION IN ACTION



D MINUS 3—Frogman reconnaissance  
D-DAY—Demolition by frogmen



D MINUS 2—Minesweeping under protection of naval bombardment



## BLUE BEACH

LVTH

LCVP

LCM8

LPD

LSD

LCM6

APA

SNEED



D-DAY—Helicopters land troops and equipment in rear areas

C



NAVYMEN enjoy meal in award-winning mess at SubBase, Pearl Harbor. (Rt.) *Vulcan* is second runner-up afloat.



FOOD'S eye-appeal is important. (Below) Committee poses with crew of first runner-up afloat, *Oriskany*.



## They Serve the Best

Most Navymen agree that Navy chow is usually pretty good, although some of it is better than good. Sailors who are lucky enough to be stationed where the enlisted mess wins the Ney Award have found themselves enjoying the accomplishments of the Navy's culinary champions.

Nearly 2000 enlisted men's messes throughout the Navy compete for this award each year. These messes are judged on their performance in food preparation, serving techniques, sanitation, management and general effectiveness.

The afloat winner of this year's Ney competition is *USS Frank E. Evans* (DD 754), a 2200-ton World War II destroyer. The winner in the ashore division is *Submarine Base, Pearl Harbor*. It is the first win for both, although Pearl Harbor SubBase was a semi-finalist three other years, and runner-up in the 1961 competition.

First and second runners-up in the afloat class this year are *USS Oriskany* (CVA 34) and *USS Vulcan* (AR 5).

The ashore runners-up are *NAS Corpus Christi, Tex.*, and *NAS Patuxent River, Md.*

An officer and enlisted man from each winning mess will represent their command at the annual convention of the sponsoring association this month at Las Vegas, Nev. They will be presented bronze Ney Memorial Award plaques.

*Oriskany* and *NAS Corpus Christi*—the first runners-up—will receive aluminum plaques and are entitled to send a commissaryman each to the Culinary Institute of America for a two-week course in specialized cookery.

The second runners-up, *Vulcan* and *NAS Patuxent River*, will receive citations from the sponsor and the Chief of the Bureau of Supplies and Accounts, which



IT'S CHOW time on AR-5. (Rt.) Ney Committee poses with crewmen of award winner, USS Frank E. Evans (DD 754).

## Meals in the Navy

has the over-all responsibility for all Navy messes.

Winners are selected by a committee composed of Navy Supply Corps officers and representatives of the Food Service Executives Association, which sponsors the awards. This is the sixth year the Ney awards have been made. The competition is named in honor of the late Captain Edward F. Ney, Supply Corps, USN, World War II director of Bureau of Supplies and Accounts Subsistence Division.

In addition to the winners and runners-up, the "best-in-the-command" messes in the afloat division were USS *Greenlet* (ASR 10), *Howard W. Gilmore* (AS 16), *General Wm. Mitchell* (T/AP 114), *Interpreter* (AGR 14), *Klondike* (AR 22), *Northampton* (CCI), *Observation Island* (EAG 154), *Orleans Parish* (MCS 6), *Randolph* (CVS 15), *Lucid* (MSO 458), *Seminole* (AKA 104) and *Skywatcher* (AGR 3).

Best-in-the-command ashore were *Cargo Handling Battalion One*, *Cheatham Annex*, Williamsburg, Va.; *Naval Administrative Unit*, Clarksville Base, Tenn.; *Naval Administrative Unit*, Lake Mead Base, Las Vegas, Nev.; *Naval Air Facility*, Naples, Italy; *Naval Air Station*, Johnsville, Pa.; *Naval Construction Battalion Center*, Davisville, R. I.; *Naval Facility*, Point Sur, Big Sur, Calif.; *Naval Communications Station*, Philippines, San Miguel, P. I.; *Naval Security Group Activity*, Kami Seya, Japan; *Naval Station*, Adak, Alaska; *Naval Station*, Annapolis, Md.; *Naval Station*, Argentina, Newfoundland; *Naval Station*, Guam; *Naval Station*, Guantanamo Bay; *Naval Station*, Rodman, Canal Zone; *Naval Training Center*, Great Lakes, Ill.; *Puget Sound Naval Shipyard*, Bremerton, Wash.; and *Naval Submarine Base*, New London, Conn.

Last year's winners in the Ney competition were the Fleet oiler USS *Kawishiwi* (AO 146) and NAS Miramar.



BEST FEEDER afloat heads out to sea. (Below) NAS Corpus Christi, Texas, is first runner-up ashore.





**BEST SHOT**—This year's individual All-Navy pistol champion, C. E. Tryon, BMC, USN, receives his awards from NAS representative.

**Navy Sports Roundup**

**T**HE NORTH ATLANTIC men's and women's bowling teams took top honors in capturing the 1963 All-Navy championship at playoffs staged at the Little Creek Amphibious Base.

With a record of 23-9 for the men and 20-4 for the ladies, the NorLant teams kept themselves well ahead of their opponents throughout the four-day tournament.

Second place (men) went to West-Pac, and runner-up for the ladies was the women's South Atlantic team.

In the men's high series, the award went to Norman Nicholson, SOCS, CruDesLant Staff, last year's defending champ in the Atlantic Fleet classic. Nicholson managed a 692 series. High pinfall, a smacking 4791, went to James Gore, RD1, Sand Island, Hawaii; and Bud Page, SN, Com-

**HIGH SERIES** award in All-Navy bowling is presented to Norman Nicholson, SOCS, of CruDesLant Staff, by RADM J. O. Miner, USN.



ASWForPac, received honors by obtaining a high game of 255.

The women's competition saw NorLant's Eve Debevec, CTCA, RecSta, Philadelphia, net high pinfall of 3281, while Pat Mathews, RM1, Pacific Coast Team, bagged a 585 high series. Dotti Morgan, YN3, NorLant, was high game winner with a 221.

Setting the pace from the beginning, the five team members of first-place North Atlantic were: CDR Dave Keers, NAS Patuxent; Dan Switalski, YN3, Great Lakes; Tom Ruppert, HN, NavHosp Philadelphia; Al Modglin, ADJ3, NAS Patuxent; and Gary Bailey, YN3, Grosse Ile, Mich.

The five ladies of the NorLant women's team were: Debevec; Morgan, ComThree; Laura Core, DK2, NavSta Washington, D. C.; Marilyn Hatch, CT1, NavSecSta, Washington; and Rita Eyerman, PN2, NAS Lakehurst.

**C**ISM EVENTS are the primary interest of many top-flight Navy athletes right now, while some have already had their go this year in the military olympics.

U. S. military fencers, with the help of Navy LTJG Alfonso Morales, won the sabre event in CISM fencing competition in Vienna. Teammate LTJG Joseph Paletta, Jr., was the only other Navyman on the U. S. fencing team.

LTJG Faber D. Jenkins placed second in his weight class in the CISM Greco-Roman wrestling event held in Cairo.

There is also Navy representation



**UNDER PAR**—C. F. Chancey, YN1, USN, of CNATRA, NAS, Pensacola, Fla., gets his BuPers hole-in-one award from CAPT W. M. Coleman.



**SINGLE STROKER**—E. C. Largent, ATRAN, USN, of VW-1, demonstrates form he used to score a 165-yard hole-in-one on Guam golf course.

on the U. S. boxing and volleyball teams. Jay Hauk, SN, attached to NAS Alameda, is the only Navyman on the volleyball team for the second year running.

Three bright prospects on the boxing team—who are making quite a name for themselves in military sports circles—are Bill O'Bannon, SA, VR1; John Dixon, CS3, NAS Patuxent; and Ralph Pelliccia, HN, National Naval Medical Center, Bethesda, Md.

**I**N ALL-NAVY shooting, the Fifth Naval District captured both the rifle and pistol titles in Jacksonville matches, repeating their winning performances of the Atlantic Fleet matches held there earlier. From a field of 144 All-Navy individual rifle competitors, LT Charles E. Tate of the Small Arms Training Unit, San Diego, won first place in rifle by fir-

**RECORD SETTER**—All-Navy individual rifle champion for 1963, LT C. E. Tate, gets congratulations plus M-1 from CDR Thomas C. Deans.



ing an All-Navy record score of 734-54V out of a possible 750 points.

Charles E. Tryon, BMC, Small Arms Marksmanship Instructor on the Commandant Third Naval District staff, placed first in the individual pistol championship. Tryon also compiled the highest aggregate scores in both rifle and pistol with a total of 1573-67V points.

Second in individual rifle competition was Joseph L. Galvao, GMGC, Small Arms Training Unit, San Diego, with 728-61V, while Gaspar P. DeFino, IMCA (SS), Small Arms Marksmanship Instructor on the Commander Naval Air Technical Training Staff, Memphis, was runner-up in pistol with 849-24X.

The Fifth ND Blue rifle team, firing a 1426-80V out of a possible 1500 points, was followed by the 11ND Blue team, 1416-71V; 11ND Gold team, 1412-67V, and 10ND team, 1410-94V.

The Fifth ND Blue pistol squad fired 1104-29X out of a possible 1200 points. Second through fourth places were 10ND, 1093-20X; 11ND Blue, 1082-24X, and ComNavAirPac, 1007-18X.

R. J. Murphy, AMHC, Small Arms Training Unit, San Diego, was among those honored at the awards ceremony. In a previous match, Murphy recorded a score of 2620 out of a possible 2700 with a pistol to qualify him for membership in the "2620 Club." Only five Navymen have achieved this mark.

**T**HEY CONTINUE to roll in—here are two holes-in-one and two 300 games:

- Charles F. Chancey, YN1, CNATRA, shot a 169-yard hole-in-one on the A. C. Read course at NAS Pensacola during his first try at the game.

- Eugene C. Largent, ATRAN, VW-1, shot a 165-yarder for the third one in his short life (19 years old), in Guam.

- Phil Wilson, YN1, Sand Point, Seattle, rolled the house's first perfect game at civilian lanes in Seattle.

- Walter Linsenmayer, ACC, Naval Air Technical Training Center, Glynco, rolled the second 300 game of his life, in Glynco.

It's guys like these that make guys like us decide to give up the game—any game, for good. But before we quit, if we could only straighten that hook . . .

## SIDELINE STRATEGY

**H**OW DO YOU like your softball games—no-hit, no-run, and over in a jiffy, or, as in days of yore, running into 30 innings? You name it, and it's happening somewhere in Navy intramural circuits.

On the perfect side, Richard Manson, DK1, of SubBase, New London, turned in such an effort when his team, Supply and Fiscal, met the team from Auxiliary Floating Drydock Five. Manson struck out 18 of the 21 ARD-5 batters he faced, and his teammates assured his perfect game by throwing out the three other batters before they could reach first base. Final score: 20-0. Manson will win a BuPers perfect game trophy for his effort.

Jim Trent, MA2, pitcher on the Fleet Programing Cen-

pitcher Ken Crockett, ADRI, and San Miguel hurler Jerry Bush, RM1, took their respective first turns on the mound, they could have had no idea that the game would develop into a 30-inning, five and one-quarter-hour marathon before their jobs were finished, but that's what happened.

Both hurlers went all the way.

League-leading San Miguel broke the scoring ice in the top of the eighth with a double which was brought home on a throwing error. Cubi retaliated in the bottom of the same inning with a home run over the right field fence.

Both teams then played flawless ball until the 23rd inning. San Miguel racked up their second run—also unearned—



ter team at Fleet Anti-Air Warfare Center, Dam Neck, Va., almost matched Manson's achievement. In a game against Naval Hospital, Dam Neck, he pitched six and one-third innings without a man reaching base. With one out in the seventh, an error in the infield permitted the first man to reach base. But the runner advanced no further, as Trent struck out the next two batters.

Final score of this game was not available, but Trent's team won on his no-hit, no-run, 14-strike-out pitching.

Another rare occasion provided a treat for spectators at a recent NAS Cubi Point, Philippines, varsity game. Cubi was pitted against a strong NavComSta team from nearby San Miguel. When Cubi's

when pitcher Bush reached first on an error, stole second, advanced to third on a grounder, then scored.

Trailing 2-1 in the last of the 23rd, Cubi's first two batters struck out. The next batter, Joe Park, followed suit, but got to first when the catcher dropped the third strike ball. Bush intentionally walked the next batter, thus advancing Park to second. Park managed to reach home and tie the game again.

So, the game went on—and on. And guess who finally brought it all to an end? This feller Joe Park's name seems to crop up again. He's the one that slugged the lead-off homer in the 30th. A good day's work!

—Bill Howard, JO1, USN

# SERVICESCOPE

Brief news items about other branches of the armed services.

THE ARMY HAS A WEAPON in production which will make every foot soldier who carries it a potential tank destroyer.

The weapon is called the M72 LAW (Light Anti-Tank Weapon). It is a rocket grenade which weighs only four and one-half pounds and is designed to be fired by one man from its own disposable carrying case.

The launcher is an aluminum tube with a fiberglass plastic exterior, 25 inches long and three inches in diameter. The inner aluminum section telescopes out before firing its 66mm rocket.

The rocket is propelled by a low pressure motor and, although it is the lightest developed for the purpose, it can knock out a 60-ton tank.

★ ★ ★

THE COAST GUARD has launched two floating search and rescue stations in an experiment which may cut the cost of similar shore-based stations.

The floating installations are double-decked craft 60 feet long and 28 feet wide. Each accommodates 10 men and includes a 30-foot high-speed rescue boat and an 18-foot inboard-outboard launch and trailer for rescue work.

The rescue stations will be used at Fort Myers, Fla., and Annapolis, Md. Major advantages of the stations are: Unnecessary shore property maintenance chores are eliminated; and they can be easily moored in areas of heavy boating activity where waterfront property is difficult to obtain.

★ ★ ★

AN AIR FORCE SATELLITE has ejected millions of tiny, hairlike, copper fibers in space in the first step of a communications experiment. The fibers, called dipoles, are expected to spread along a circular orbital path, some 40,000 miles in circumference, to form a thin, narrow belt around the earth.

It is hoped that each of the dipole fibers will act as a tiny passive communications satellite, bouncing radio

signals back to earth over very long distances. A belt of this sort is believed to be almost invulnerable to any sort of physical damage and has many other desirable features when used for long-distance microwave communications.

Fifty pounds of wire, about one-third the diameter of a human hair, was used for this experiment, yielding about 400 million dipoles.

The dipole fibers released from the dispenser are still in a compact cloud, centered about the dispenser package and circling the earth every two hours and 46 minutes in a near-polar orbit. This cloud is expected to spread out slowly in both directions along the orbital path until it rings the earth.

Two tracking stations equipped with special radar developed by Massachusetts Institute of Technology laboratories have detected the cloud of fibers and will continue to follow its progress. The stations are located at Westford, Mass., and Pleasanton, Calif.

★ ★ ★

THE ARMY HAS transported an inert test version of the *Pershing* ballistic missile with a full set of tactical ground support equipment from Port Canaveral, Fla., to Fort Sherman, C. Z., for a series of hot-weather humidity tests.

The missile system was transported on the 338-foot Army-manned vessel, *Lieutenant Colonel John U. D. Page*, which was designed for shallow-draft operations and has a bow ramp through which the missile and its components were unloaded.

The tests in the Canal Zone are a continuation of a series of environmental tests designed to prove out the missile system's capability to operate under almost any weather condition or over rugged terrain. The missile was not fired during the tests.

★ ★ ★

MOST DENTISTS have very little trouble finding patients these days, but few have ever been called upon to perform an extraction on a *Titan II* intercontinental ballistic missile.

It seems that the 103-foot-tall patient was being prepared for operational duty at Davis-Monthan Air Force Base, Ariz., when the *Titan* developed a problem as touchy as an impacted wisdom tooth. A tiny drift pin had broken off in an almost inaccessible hole in a rocket engine skirt.

Several machine shops had a go at it but weren't equipped to handle such an intricate job. Finally, someone hit on the idea of calling a dentist.

The doctor set to with a portable electric drill and without the benefit of even a local anesthetic. Several drill bits later, the doctor was able to remove the offending drift pin and *Titan* was ready to go to work.

★ ★ ★

THE COAST GUARD recently christened its medium endurance cutter *Diligence*, the second cutter of the 210 ft. WPC (*Reliance*) class to be launched in a series of 23.

*Reliance* was the first cutter of the series and was christened in May of this year. The third cutter, *Vigilant*, is on the ways.

The new ships are driven by combination gas turbine and diesel engine propulsion plants. There is a flight



ONE OF TWO — This experimental floating search and rescue station is being evaluated by the Coast Guard.

deck aft on each cutter which will greatly extend the range of the Coast Guard's new amphibious rescue helicopters.

The newly christened *Diligence* is the sixth Coast Guard cutter to bear the name. The first was one of the 10 original cutters built in 1790.

In addition to cutters such as *Diligence*, the Coast Guard fleet modernization program will include other types of vessels, including a 350-foot heavy endurance class.

★ ★ ★

THE FIRST SUPERSONIC high-level test flight of the Army *Redhead/Roadrunner* missile—which will simulate high-performance aircraft for Air Defense Command missile target practice—has been completed at White Sands, N. Mex.

The 22-foot-long missile is launched from the ground, then controlled by electronic signals from a ground command station. It can perform various turns and maneuvers at altitudes from 300 to 60,000 feet while flying at speeds ranging from subsonic to Mach-two-plus.

It has a parachute/retro-rocket recovery system which enables it to be recovered for further flights.

★ ★ ★

THE FIRST two-seat, all-weather, supersonic F-105F tactical fighter has come off the assembly line for the Air Force.

The 1400-mile-an-hour jet will have the same capabilities as the single-seat version (F-105D) and will also be used in training combat pilots. The F-105F will be assigned to all units now flying aircraft of the F-105 type.

The all-weather F-105D made its first flight in the summer of 1959 and is now in service with seven U. S. Air Force wings, with the Tactical Air Command in this country and with Air Force units in Europe and the Far East. Accommodating more than 4000 different combinations of weapons and able to carry a six-ton assortment of conventional weapons on any given flight, it is qualified for 15 different types of missions in either limited or general war situations. The F-105F has substantially the same potential.

The only major engineering changes required in converting the single-place design to a two-seater was an increase of 31 inches in length and a proportionate increase in the height of the tail fin.

★ ★ ★

ENGINEERS WHO STUDY blast effects at the Army Engineer Research and Development Laboratories at Fort Belvoir, Va., are finding their style cramped by suburban residential development around their previously isolated installation.

To ward off possible complaints from neighboring housewives, the engineers acquired a steel spherical blast chamber which muffles the shock waves resulting from explosions detonated inside.

The sphere can withstand 250 pounds per square inch working pressure which permits the engineers to detonate up to 30 pounds of explosives within its confines. The chamber is 12 feet in diameter and has provisions for taking photographs of the explosions inside.

Viewing ports permit instrumented explosive effects

to be observed and an attached earth-filled cylinder gives an opportunity to study blast effects on buried objects.

Although the blast chamber cuts down on noise, Army engineers still have to conduct some unmuffled tests. However, they plan to do so when weather conditions will minimize the noise.

★ ★ ★

A NOSE CAP which can survive an orbiting space glider's return to earth may put an end to the flaming re-entries known to astronauts on their return to earth from outer space.

The nose cap, which was developed for the Air Force's X-20 (*Dyna-Soar*) space craft, is a long-lasting, radiation-cooled structure. This is in contrast to the heat protection systems used in ICBMs and *Mercury* type space capsules which boil off heat.

The X-20 nose cap remains intact against high re-entry temperatures for as long as half an hour. ICBMs take only a few minutes to re-enter the atmosphere and a space capsule requires approximately 15 minutes.

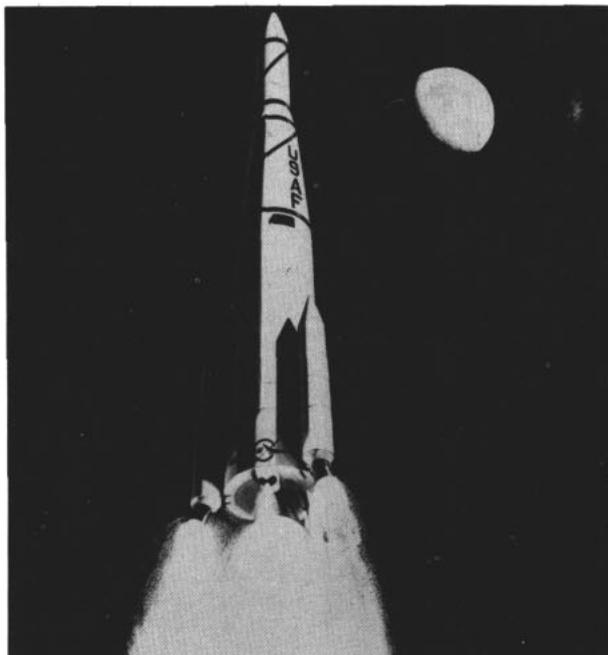
The X-20 nose cap also protects the glider from high temperatures by radiating heat from its surface back into the atmosphere.

★ ★ ★

THE ARMY HAS designed a special boot with a metal-reinforced sole to protect U. S. servicemen stationed in South Vietnam.

The problem: Viet Cong guerrillas have been concealing rusty spikes and pointed bamboo stakes—often smeared with infectious material—in rice paddies and on jungle trails. Conventional boots haven't been tough enough to ward off injuries.

The new jungle boot has a molded rubber outsole and built-in stainless steel insert. It's spike resistant.



AN ARTIST'S conception shows new, more powerful version of *Thor* space booster being developed for USAF.

FIRST

J. E. Linneball, YN2, USN



"Isn't that odd, Commander? What you consider 'refreshing candor' I interpret as rank insubordination."

SECOND

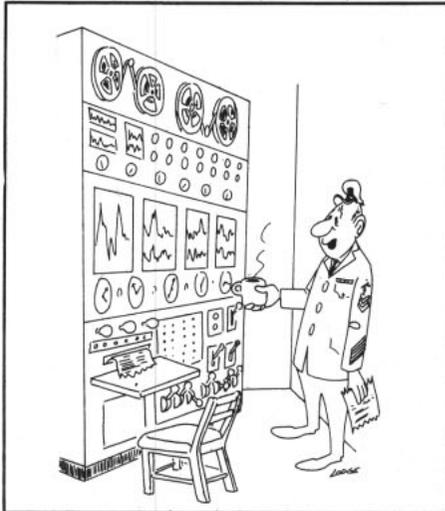
F. W. Donour, Jr., PC3, USN



"Engineroom says we're out of gas."

THIRD

LCDR B. E. Lodge, USN



"Here's the coffee you ordered."

# Here Are the Winners in

**H**ERE ARE the winners of the eighth annual All-Navy Cartoon Contest. Started in 1955, the contest has enjoyed greater and greater participation from the Fleet each year, and the latest competition drew the largest number of contestants ever, from ships and shore stations, at home and overseas.

A six-man All-Navy jury, ranging from a PO2 to a lieutenant commander, and from a damage controlman to a Wave, made the selections, and a tough job it was. You'll be able to judge for yourself, when you see some of the other top entries that will appear in forthcoming issues of ALL HANDS.

The Navyman's ability to see the

humorous side of almost every situation is apparent in the cartoons on these pages. Illustrating this is the First Prize winner, by James E. Linneball, YN2, of MSTs, Port Jefferson, N. Y.

Second Prize, which went to Frederick W. Donour, Jr., PC3, of COMSERVANT Flag Unit, based at Norfolk, depicts a situation that might be the private nightmare of any seagoing man on the way up.

LCDR Billups E. Lodge, USN, attached to Staff, CINCLANTFLT, in his Third Prize contribution introduces another element essential to good humor—timeliness. Again, with the wry twist. We'll probably be seeing more concerning the vagaries of automa-

FOURTH

W. R. Maul, CT1, USN



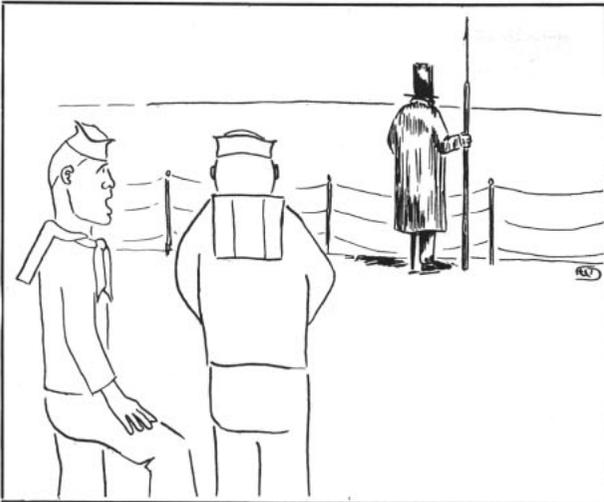
FIFTH

J. R. Thornton, SOG2, USN



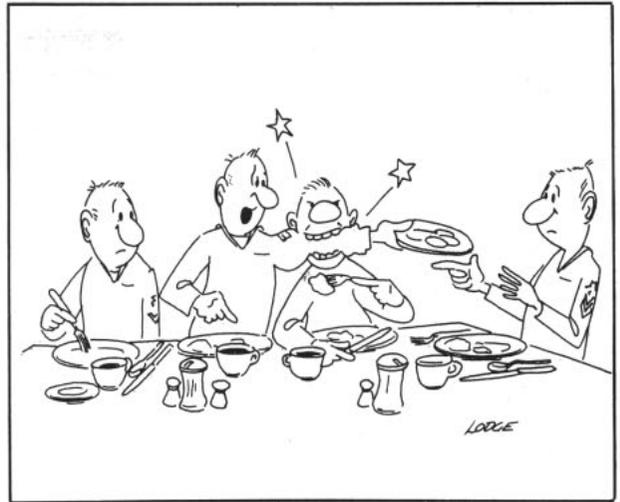
"You let one through and they'll all think it's a freeway."

FIRST HONORABLE MENTION F. W. Donour, Jr., PC3



"Frankly speaking, I'm a little worried about the new C.O."

THIRD HONORABLE MENTION LCDR B. E. Lodge, USN



"Chow hound."

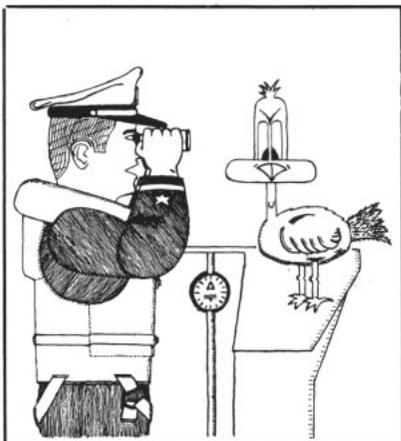
# All-Navy Cartoon Contest

tion. LCDR Lodge is an All-Navy winner of previous years, and also took a Third Honorable Mention in this contest.

Bill Maul, CT1, USN, with the U. S. Naval Security Group Activity, Bremerhaven, Germany, has been a consistent contributor to (and winner in) All-Navy Cartoon Contests. Here he sets us on our heels with the unexpected, to take Fourth Prize. Bill is a two-time winner this year with his Fifth Honorable Mention.

Fifth Prize, by John R. Thornton, SOG2, USN, of U. S. Naval Facility, Eleuthera, Bahamas, gives his views of one of the aspects of the shape of things to come. Who knows? He may not be exaggerating.

SECOND HONORABLE MENTION  
R. P. Eben, SOG3, USN



"Bogey bearing 000."

First Honorable Mention, also by Second Prize winner Frederick W. Donour, is a real eyestopper and, we outsiders suspect, was the subject of considerable table-pounding on the part of the judges. It's one of those things—either you get it or you don't.

Another SOG3 (what's with these SOs, anyway?) Robert P. Eben, of *uss Moale* (DD 693), walked away with Second Honorable Mention with his off-beat Bogey.

Fourth Honorable Mention went to LT Frederick F. Sima, Jr., USN, of INSMAT, N. Y., with his naval version of the banana-peel gag.

All in all, an excellent collection and we're glad we didn't have to be one of the judges.

FOURTH HONORABLE MENTION  
LT F. F. Sima, Jr., USN



"What a dull watch."

FIFTH HONORABLE MENTION  
W. R. Maul, CT1, USN



"YOU SEE THESE TWO STRIPES?!  
YOU KNOW WHAT THAT MEANS?!"



THAT MEANS I'M THE BOSS AROUND HERE. SEE!?"

# A Report on Proficiency

**C**ONFUSED ABOUT PROFICIENCY PAY? The pro pay picture, cloudy the past few months, is clearing. Next month, an entirely new program of pro pay awards is planned to become effective. The program planned, like those of previous years, is complicated. And, it can be confusing—particularly to those who don't receive the extra money.

On the following pages, **ALL HANDS** traces the development of pro pay from the first awards of 1958 through the revised program of 1963. We'll take a look at the intent and administration of pro pay: Who gets how much—and why.

Perhaps you'll conclude that proficiency pay does a job for which intended, and really isn't confusing after all.

During the past five years, proficiency pay has been a money matter of highest concern to virtually every Navy enlisted man. More precisely, it's been a money problem.

For the most part, those who have received pro pay like the program just fine. Their problem has not been hard to solve: What to do with the extra money.

On the other hand, many of those who have received little or no pro pay, and foresee slim possibilities of being included on future pro pay rolls, think the program is unfair. For these men, the matter is best expressed in the form of a simple question: Why?

## Reenlistment Incentive

First of all, don't let the term "proficiency pay" throw you off track. Those who receive the extra money are not necessarily more proficient in their respective job fields than those who do not. A more correct term might be "career incentive pay" or "specialty incentive pay" (see page 45 for a list of definitions).

## New Procedures Urged by Navymen

Months before anyone knew for sure that major pro pay changes would be made this year, 29 enlisted men and six officers representing various Atlantic Fleet commands got together for the annual Atlantic Fleet Career Information Conference in Norfolk and gave pro pay a thorough going over.

What are the beneficial effects of pro pay? The detrimental effects? What are the most equitable ways of administering pro pay? These were some of the questions the Navymen discussed.

Their final recommendation: "Divert the P-1 money paid for outstanding effectiveness, and the R-1 money paid to Recruiters, and put it all in the form of P-1, P-2, and P-3, to be awarded those in critical skills which are a problem for retention.

"Put the salve on the sore where it will do the most good," said the Navymen.

It's interesting to note that this is exactly what the Department of Defense, and the Navy, have done, as outlined in the following pages.

From the very beginning, a major objective of pro pay has been to provide a special incentive for the retention in service of highly trained men, particularly those in technical fields and critically undermanned ratings. In other words, *pro pay is designed for men in ratings and skills in which large amounts of Navy training money have been invested—and in which manpower shortages exist.*

Men in the electronics, nuclear, missile, undersea and communications fields are awarded pro pay as an incentive to remain in the Navy and continue working in these undermanned fields.

The Navy has trained these men to become proficient, and doesn't want to lose them. If more money, in the form of proficiency pay, will keep these men in service, the Navy must pay them or lose them. It's as simple as that.

## Long Standing Policy

Though proficiency payments are relatively new, the idea of incentive pay for men in undermanned fields is not. The Navy has used different forms of incentive pay for more than 50 years, primarily to retain those in critical skills or hazardous occupations.

For example, the Navy has been paying submariners extra money for years. It is recognized that the incentive pay for submariners is needed to obtain, and retain, the number of volunteers needed. It does not connote a comparison of relative importance between a submariner and a destroyerman, for example, whose take-home pay may be less.

The application of pro pay is basically the same.

A second objective of pro pay is to reward men who demonstrate outstanding effectiveness in any assigned skill, regardless of their skill's criticality.

However, it's been obvious to all Navymen who have—and those who haven't—received pro pay, that the "critical retention" awards have taken highest priority over the years (see Awards Tables, p. 48). This is so because of the urgent need for critical skills.

## Act of Congress

The history of pro pay is not hard to trace. The Career Compensation Act of 1949, as amended in 1958 by Public Law 85-422, authorizes the armed forces to award "certain enlisted personnel" with the special money.

This legislation provided two different methods for payment.

The first plan, known as the Proficiency Pay Method, authorized the advancement of career personnel with critically needed skills and leadership qualifications to any higher enlisted pay grade—without an actual advancement in military rank—but with the pay, allowances and special or incentive pay of the higher grade based upon years of service.

Under the plan, a PO3 in a critical rating, for example, could draw the pay and allowances of a PO2, PO1, or even the pay of a chief.

The second plan, the Proficiency Rating Method,

# Pay: Who, How and Why

authorized designated, deserving personnel to be awarded pro pay in accordance with one of three established proficiency ratings. These ratings established a maximum monthly payment of \$50 for P-1, \$100 for P-2, and \$150 for P-3.

Under the Proficiency Rating Method, any petty officer could draw, in addition to his regular basic pay and allowances, a maximum of \$50, \$100, or \$150 monthly, depending on the proficiency rating his rate received.

## Second Plan Adopted

Congress named the Secretary of Defense as pro pay administrator, and left it up to DOD and the individual services to decide how the awards would be made.

Although both methods were authorized by Congress, only one—the Proficiency Rating Method—was adopted for service administration.

In September 1958, the Secretary of Defense issued DOD Directive 1340.2, announcing that pro pay would be allocated primarily (at least 85 per cent of all awards) to men in critically undermanned military skills. Awards to those who showed outstanding effectiveness in assigned specialties not on the critical list were also authorized, but were subject to separate ceilings (not more than 15 per cent of all awards).

The Secretary of the Navy specified Navy skills that should be permitted to compete for the awards. Listings of critical skills were drawn, based on criteria established by DOD, and all ratings not on the critical list were considered to be in the outstanding effectiveness category.

Announcing allocation of the money, the Chief of Naval Personnel cautioned all Navymen that pro pay was to be awarded primarily as career incentive pay for those in critical skills. And, the Chief said, the lists of critical and outstanding effectiveness ratings would probably be under constant revision to match them with continuously changing DOD proficiency rating requirements.

Perhaps much of the confusion that has since developed can be traced to the failure of the man in the Fleet to heed that early warning by CNP. The jingle of new money was much louder.

## First Year of Pro Pay

Based on DOD guidelines, the Navy issued its first major pro pay directive, BuPers Inst. 1430.12, in October 1958. The first year of pro pay, like the years that followed, was administered on a fiscal July through June basis, but was abbreviated, owing to the mid-fiscal year effective date.

For fiscal 1959, only P-1 awards were authorized, and monthly payments were \$30, not the \$50 P-1 maximum.

All awards were based on service-wide exams, administered in much the same manner as advancement exams. Those recommended by COs who passed the exams and met cutoffs received pro pay. It was necessary to requalify each year.

At least 85 per cent of all pro pay went to those in

critical skills. Thus, at the very beginning, the bulk of pro pay was earmarked for ratings on the critical list.

During fiscal 1959, P-1 \$30 awards went to approximately 19,000 men, most of whom (85 per cent) were in the 29 critical ratings of the time.

## Fiscal 1960

The following year's awards procedure was more complicated. Wrinkles that developed during early months of the over-all pro pay administration had to be ironed out, and, as the Navy had warned at the outset, the list of ratings considered critical for pro pay purposes was revised.

Much, however, remained the same for fiscal 1960. All awards were of the P-1 \$30 variety. Again, 85 per cent of all pro pay went to men serving in critical military skills; 15 per cent to those in outstanding effectiveness ratings. All awards were based on examinations. Each recipient of pro pay had to requalify.

But, pro pay as an incentive for retention of those in critically undermanned skills received more emphasis. The number of awards to men in ratings not on the critical list was cut in half.

Career designated personnel who passed the exams were first in line to receive awards. If there were any remaining allocations, non-career men who passed the exams would get them.

Also, it was more difficult to become eligible. New requirements included completion of the Navy training courses, practical factors, and performance tests.

This was intended to insure that payments would go only to men who were career motivated, wanted the extra money, and would prove it by putting forth additional effort.

Not all those eligible qualified. Of 284,100 petty of-

## Pro Pay Really Isn't Pro Pay

Military pro pay planners frankly admit the term "proficiency pay" is a misnomer. The misleading implications of the term became more apparent as awards were granted automatically to those with critical ratings and NECs. For all practical purposes, the degree of any one man's true proficiency within his rating or skill is not tested.

Since pro pay is actually incentive pay designed to encourage those in critically undermanned skills to reenlist, most of those at the top of the pro pay picture agree that the name should be changed. Call it career incentive pay, or critical skill incentive money, or something else, they say.

A tough assignment. As defined by the laws which established the program, proficiency pay is a general term describing the special form of extra monthly pay awarded under the Proficiency Rating Method.

Congress calls it proficiency pay, and that's the term used in all the official directives on the subject.

It's confusing, but it would take an Act of Congress to change it.

## REPORT ON PRO PAY (cont.)

ficers in the various critical and outstanding effectiveness ratings of fiscal 1960, only 25,767 received the \$30 P-1 awards.

Exactly 15,869 pro pay awards the Navy had been authorized to distribute went unfilled, simply because a sufficient number of men, particularly in grades E-4 and E-5, did not compete.

In pay grade E-4, 11,261 men took pro pay exams; 13,436 awards had been allocated. For PO2s, 8101 of 15,426 awards that could have been paid were not. And so on.

### More Changes

The third year of pro pay, fiscal 1961, was another period of changes in the list of who gets how much.

For the first time, P-2 money in \$60 monthly amounts was authorized.

And, for the first time, automatic pro pay—or pro pay without prior examination—was awarded to men the Navy desperately needed to keep in service, and to provide an incentive for voluntary entry into the Nuclear Power Program.

Also, DOD ruled that petty officers working outside their ratings who held NECs in a number of specialized categories should be eligible to receive pro pay. In other words, Navymen performing duties indicated by an NEC, but whose parent rating is not associated with such duties, could compete for pro pay in their parent rating.

It was also ruled that Recruiters should be recognized as having military skills for purposes of pro pay, since they require specialized aptitudes and training.

Those who received the first \$60 P-2 awards were 1250 men in nine of the most critical ratings at the time—AT, CT, ET, FT, GS, NW, RD, RM, and SO. Only those in grades E-5, E-6, and E-7 could compete.

Pro pay for Recruiters, all in \$30 amounts, was called R-1 rather than P-1, and was based on special Recruiter exams.

The automatic awards, P-1 \$30, went to career designated petty officers (E-4 through E-7) who were identified by NEC 9901 (Nuclear Power Training) upon completion of Basic Nuclear Power courses.

To insure that the loss of pro pay experienced the previous year did not occur again, the fiscal 1961 exams, originally scheduled for May for E-6 and E-7, and November for E-4 and E-5, were held in May for all. With POs 3 and 2 competing in May and November, chances were good that more men would receive awards.

Again, career designated men who passed the exams were first to receive awards, although non career personnel who passed and came within set allocations had a chance.

Seventy per cent of the fiscal 1961 pro pay went to the E-4 and E-5 critical ratings, and 15 per cent to those in critical ratings E-6 and E-7. The remaining 15 per cent went to recruiters and E-6 and E-7 personnel in ratings not on the critical list.

Here, an important point was made. The only petty officers, E-4 and E-5, who could compete for pro pay were those in critical ratings. These relatively junior petty officers received most of the year's pro pay money

as an incentive to reenlist. All other E-4 and E-5 personnel were excluded from the pro pay picture.

### Reenlistment Incentive

In fiscal 1962, pro pay as an incentive for those in critically undermanned skills to stay in the Navy was stressed further. Only those who were career designated could receive awards.

Super chiefs were added to pro pay eligibility listings for the first time—E-8 and E-9 personnel in outstanding effectiveness ratings could be recommended to participate in exams for P-1 awards, in addition to recruiters and career personnel (E-4 through E-7).

Only career designated men in critically undermanned ratings E-4 through E-7 could compete for the P-2 \$60 awards.

As for allocations, 85 per cent of all pro pay money went to critical skills P-1 and P-2. The remaining 15 per cent was awarded in the form of P-1 \$30 to men in ratings not on the critical list.

Critical P-1 awards were automatic upon recommendation of appropriate commanding officers. However, quotas were placed on P-2 \$60 awards, and exams were required.

A major influx of NEC codes helped determine further who received pro pay. Because of the many highly critical skills for which no ratings are established, it was necessary to identify critical skill areas with NECs.

Those identified with a critical NEC could be awarded P-1 money automatically, in the same manner those in critical parent ratings received their awards.

### Fifth Year

The use of NEC codes in determination of critical skills for pro pay purposes was further expanded for fiscal 1963.

By the time last year's awards began to show up in paychecks, only 22 ratings were "critical," but the list of critical skill NECs was long.

Outstanding effectiveness ratings, or those not on the list of critically undermanned skills, numbered 45. All OE and recruiter awards were again set at \$30.

Although the basic rate of payment remained the same (P-1 \$30, P-2 \$60), the methods of payment were revised.

One major change was the establishment of the \$60 Programed P-2 award. This award was (and still is) automatic to all men designated by specified critical NECs who actually work in the skills represented.

Exams determined who received other awards—E-4 through E-9 personnel in critical ratings could compete for P-2, those in other ratings, and Recruiters, for P-1 only.

However, those in critical skills who did not receive P-2 were awarded P-1 automatically.

### Revised Program Planned

Unofficial plans to increase the amounts of proficiency payments, and generally revise the pro pay procedure, have been discussed in Navy-interest publications for years.

It wasn't until last April, however, that the Navy was

able to announce to the Fleet that beginning 1 Jul 1963, pro pay would receive a complete overhaul.

- The need for increased retention of men in critically undermanned ratings had become acute.

- Monthly awards of \$30 and \$60 were insufficient. Men in critically undermanned ratings and skills did not find these amounts to be much incentive for reenlistment.

In BuPers Notice 1430, dated 30 April, the Navy made it clear that any new program would be designed to retain a greater percentage of highly trained technicians in critical ratings and enlisted classifications.

At the same time, it was announced that written examinations for pro pay awards would no longer be required.

And, it was planned, full instructions for the awarding of pro pay would be issued before 1 July, when the fiscal 1963 awards program would terminate.

Navy pro pay planners in the Bureau drew up their new procedure and submitted it to the Department of Defense. Under the program's administration, DOD had to correlate the Navy plan with Army, Air Force, and Marine Corps, and draw up proficiency ratings.

As it turned out, this job was complicated, and took time—more time than the Navy or the Department of Defense had anticipated to work matters out.

### Interim Procedure Adopted

As already noted, the Navy had indicated the new fiscal 1964 program would be ready for administration by 1 July. But, in late June, as the fiscal 1963 awards were drawing to a close, and the Defense study had not been completed, the Navy had to act on its own and establish an interim program, to run only until the proposed/delayed regular fiscal 1964 program would be ready for the Fleet.

The interim program amounted to an extension of portions of the fiscal 1963 awards, which otherwise would have been canceled on 1 July. Under the plan, only the most critical skills and NECs would continue to receive awards—on a temporary basis.

Money earmarked for the interim plan had to be drawn from fiscal 1964 allocations, thus the limited version. To remain within authorized funding, all but the most critical skills were to be removed from pro pay rolls.

Under the plan, 38,000 Navymen in the most critical skills who were awarded pro pay under the fiscal 1963 awards program would continue receiving the extra money temporarily. Those to lose the payments would be 32,000 in skills lower on the critical list and all OE and recruiter awards.

The Navy's main concern in initiating the interim

### These Definitions Will Help You to Speak the Language

Here's a roundup of terms peculiar to the pro pay program. Note that several terms used in the past no longer apply under the new procedures.

**Proficiency Pay**—General term describing the special form of extra monthly pay awarded under the Proficiency Rating Method. Proficiency pay is in addition to any pay, allowances, special or incentive pay to which men and women of the naval service are otherwise entitled.

**Proficiency Pay Method**—One of two methods for awarding pro pay. Under the Proficiency Pay Method, men in critically undermanned skills could be advanced to a higher pay grade without advancing in military rank. *This method has never been used.*

**Proficiency Rating Method**—Alternate method for awarding pro pay. Under the PRM, designated men are paid in accordance with one of three established proficiency ratings—P-1, P-2 or P-3. This is the method used.

**Proficiency Pay (Specialty)**—One of the two new methods of payment. Specialty pay provides a differential incentive for retention in the service of enlisted personnel with specialties requiring long and costly training, and in which, in the absence of this incentive, the supply of qualified career personnel to meet service requirements is inadequate.

**Proficiency Pay (Superior Performance)**—Second of two proposed methods of payment. SP serves as an incentive for those not receiving specialty pay, and is awarded in recognition of on-the-job proficiency. Not used by the Navy in fiscal '64.

**Programed P-2**—Variation of P-2 Proficiency Rating.

Programed P-2 awards, based on critical NECs, are paid automatically. This method of payment was established to meet the growing need for skilled technicians in such areas as weapons system maintenance, nuclear propulsion, and other critical skill areas not necessarily identified by parent ratings. Term does not apply in new program.

**Critical Skill**—For pro pay purposes, any rating or NEC which requires long periods of specialized schooling or in-service training, requires special technical or leadership aptitudes, has a low first term reenlistment rate, or has a relative shortage of career petty officers.

**Military Specialty (also Military Skill)**—Any grouping of closely related duties and responsibilities requiring essentially the same aptitudes, training, and experience, as identified by enlisted classification manuals of each service. For the Navy, this means rate, rating, and Navy Enlisted Classification Code (NEC).

**NEC Code**—Any code number which specifies a special skill not indicated by rate or rating.

**Outstanding Effectiveness Ratings**—For purposes of pro pay, any ratings which do not meet the critical requirements described above. Term does not apply under new program.

**Career Designated**—Navy men and women who have served, or are obligated to serve, seven or more years' active duty, are career designated for pro pay purposes. Those in lower pay grades with less than seven years' service may become career designated, and qualify for pro pay, by reenlisting, extending, or agreeing to extend or reenlist through such programs as STAR and SCORE.

measure was to avoid a lapse in payments—keeping pro pay money going to the Fleet, even if it must, owing to appropriation limitations, be in amounts less than the Navy had hoped. The number of men receiving pro pay had to be adjusted to an approximate alignment with the new program.

### Plan Modified

However, it soon became apparent that a great many hardships would be created by any short notice cancellation of 32,000 pro pay awards.

The interim procedure had little more than reached the Fleet when the Navy announced that all fiscal 1963 awards that were in effect on 30 June would be continued for three months, or until a completely new program of higher payments would be ready.

Thus, those who were to lose the extra money would have more time to make financial adjustments.

In a Navy-wide directive revising the original interim plans, Secretary of the Navy Korth reminded all Navymen that those at the top are aware of the widespread uncertainty and misapprehension that have resulted from the changes.

And, SecNav reminded the man in the Fleet that pro pay should be viewed as a form of incentive pay awarded those in critical skills, mainly for the purpose of inspiring second thoughts about leaving the Navy.

Commenting on the revised program to become effective on 1 October, SecNav said it would be smaller in scope in order to concentrate larger awards in the most critical areas.

### And Now . . .

With this background in mind, here's a look at the proposed proficiency pay program which is scheduled to become effective on 1 October.

- Higher Rates—In place of the present \$30 P-1 and \$60 P-2, payments of \$30 and \$50 P-1, \$75 P-2, and \$100 P-3 have been authorized and may be granted (See New Awards Table). These are called *specialty payments*.

- Automatic Awards—All those in designated critical skills will receive P-1, P-2, or P-3 specialty awards automatically. No specialty pay will be awarded in ratings or skills not on the critical listing. Specialty payments will go to those ranking highest in priority, based on criticality listings.

- Exams Canceled.—All pro pay awards based on examinations are a thing of the past. No more exams will be conducted.

- Superior Performance—Outstanding effectiveness awards to those in ratings not on the critical list will no longer be paid. Instead, *superior performance (SP) awards* in \$25 amounts are authorized. *However, no SP awards will be made this fiscal year, owing to limitations imposed on available funds.*

### Behind the Scenes

In the case of higher rates, the \$30 and \$60 awards of previous years, as noted above, hadn't been doing the job for which intended. These sums didn't provide enough incentive for those in critically undermanned

skills to stick with the Navy.

The \$25 superior performance (SP) awards, which are in a separate category, can be viewed as true "proficiency" payments. These awards, also automatic, will go to outstanding men not in critically undermanned skills, when the Navy has enough pro pay money to go around. Until the Navy's fund administrators can see the way clear to award SP, no plans will be formulated as to command administration.

Why the relatively small amount for SP? Keep in mind the basic concept of pro pay: Retention of those within critical skill areas. The most any Navyman outside a critical skill has ever received in pro pay is \$30 a month. P-2 money has never been authorized for those outside the critical category.

And, since the funds available for pro pay do not come from a bottomless barrel, it's doubtful that authorization to award any more than \$25 in the form of SP will ever be granted.

### Eligibility

Those eligible for *pro pay (specialty)* are:

- Career designated personnel assigned to, and qualified in, Navy critical skills approved for pro pay.

### You May Find Answers to

When pro pay was launched in 1958, and each year as new lists of awards were announced, comments—both pro and con—have been heard throughout the Fleet.

Few who have written letters to ALL HANDS have understood that pro pay is designed to provide a reenlistment incentive to those in skills for which long periods of schooling are required, and in which severe shortages exist.

Below are excerpts from some of these letters, and their replies. Some of the answers were found in official directives on the subject. For others, only those who know the subject best, such as the Navy's pro pay planning staff, could provide answers that make sense.

Q—IT'S BEEN SAID that *pro pay will hold critical skills in the Navy. I don't believe it. Should there be a low reenlistment percentage of ETs, for example, the few extra dollars realized in pro pay would certainly provide no incentive for an ET to choose a Navy career as opposed to civilian employment. It would take many times the amount of pro pay realized to meet this objective.*

A—It has never been claimed that pro pay would "hold" men in the Navy. It has been hoped that it would increase the first term reenlistment rate through the "career designated" requirement imposed on those who receive awards. The new program with awards as high as \$100 monthly should increase the program's effectiveness.

Q—I DON'T SEE HOW *it's possible to say that certain ratings are more critical than others, and can thus be*

- Those in approved specialties who are on active duty, other than active duty for training, and entitled to basic pay.

- Those recommended by COs who have a minimum of six months' continuous active service immediately before receipt of the first award, and who are in pay grade E-4 or higher, and have completed at least 24 months of active service.

Once the superior performance award money is available, such awards will normally be granted for 12-month periods only. Basic eligibility requirements state that recipients of SP must be on active duty other than Reserve training, must have completed at least two years' active service, must have demonstrated at least six months of superior on-the-job performance in the skill in which serving, and must not be in receipt of proficiency pay (specialty).

The new P-1, P-2, and P-3 specialty payments will be made with greater assurance of permanency than ever before. All specialty awards will be granted on an indefinite basis, with probability of continued payments for at least three years, or until individual expiration of enlistment, whichever is sooner. The three year cut-off would apply only to skills reclassified as "not critically

undermanned" after only one year of payments. When such a reclassification is made, all awards to men in skills affected would continue in effect for two years, or until individual expiration of enlistment.

### Who — And How Much?

The procedures used in deciding who gets how much are necessarily complicated, owing to a Defense requirement that all the services cooperate in deciding which associated skills are the most critical—badly needed on a reenlistment basis, for example.

In past years, the Navy pretty much decided which of its ratings and skills should be included on pro pay listings, with DOD fixing the limits on awards and overall program costs.

Now, with the new program of higher awards, new money problems arise.

During fiscal 1963, the Navy received a pro pay allocation of approximately \$24 million.

Again this year, the Navy's pro pay allocation is approximately \$24 million. In order to pay the same men who drew pro pay last year at this year's rates, it would take more than twice the money the Navy now has for this purpose. That kind of money just isn't available.

## Your Questions on Pro Pay Here — These Are the Ones Most Often Asked

*given opportunities to draw extra pay without advancement. Each rating performs a vital function in the Navy. Without competent, "proficient," personnel in all ratings, efficiency of any ship or station will suffer.*

A—No argument here. All ratings do perform a vital function. You should understand that the term "critical" as applied to pro pay is an abbreviation of "critically undermanned," and has nothing to do with the relative importance of the various ratings. All ratings are important, but some, owing to manpower shortages, are more critical. Simply stated, it's a matter of supply and demand. Using pro pay, the Navy can more equitably compete with private industry for highly skilled technicians. You have to agree that some ratings are more technical—if not more important. The higher technical ratings get the extra compensation as an incentive to remain in the service.

Q—WHY NOT GIVE *the critically needed technician a reenlistment incentive more attractive than pro pay? Double the reenlistment bonus for those in critical ratings who have completed three years of active service, and extend eligibility for pay and unused leave and travel allowance to include E-4 and E-5 critical ratings who reenlist up to 12 months early.*

A—Your idea has merit. A plan quite similar to the one you suggest was submitted to DOD in 1961, but was rejected because it wasn't suitable for all the services. However, a "variable reenlistment bonus" plan continues to be studied.

Q—I'M AGAINST *outstanding effectiveness reward money. Men who demonstrate outstanding effective-*

*ness are already rewarded by making their rates quickly through rapid advancement. Why double the bounty?*

A—Rapid advancement is a peculiarity of relatively few "open" ratings. Even some critical rates (critical for pro pay purposes) have limited advancements. In many, such as the slow moving BM rate, truly outstanding men must wait a number of years before advancing to certain pay grades.

Q—PRO PAY *has damaged the prestige and respect of higher rated petty officers. In many instances, a man drawing pro pay receives more money, over-all, than a man in the next higher grade. This doesn't invite a healthy relationship or respect.*

A—The answer here may sound a little corny to someone who's bitter, but it's as close as we can come to a definition of the phenomenon of respect. A Navy petty officer gains respect by demonstrating qualities of leadership, knowledge, and fairness. Respect should never be equated to salary earned. Those who do not gain the respect of their men should evaluate their own performances. Don't blame it on pay.

The questions, and answers, go on. Many more good points are made. Below are several:

- Pro pay has no bearing on military precedence. It does not include the privileges or recognition of a higher pay grade.

- Performance in advancement in rating exams has never had any bearing on pro pay awards. For example, an outstanding RD3 might draw pro pay—and still not be able to pass the RD2 exam.

- Pro pay has never been intended to serve as a substitute for the normal incentive to seek promotion.

## REPORT ON PRO PAY (cont.)

Therefore, fewer men will receive pro pay, based on over-all military career needs.

### Critical Listing

To determine which skills should draw how much, the Army, Navy, Air Force, and Marine Corps have set up critical listings, based on shortages in military skills.

The individual services nominate the skills they believe should be included on the critical list. Determination is based on manpower shortages, low reenlistment rates, low manning levels, and high costs of training personnel.

The level of pro pay set for any one skill is determined by its standing on the critical listing. Payment levels are skill-wide. All those in any one critical skill on the critical listing receive the same level of pro pay. (Under the old system, this was not the case. Some in many ratings drew P-1, others in the same ratings re-

ceived P-2, as indicated in the pro pay table below.)

What it boils down to is this: All ratings and NEC skills are listed in the order of their criticality. Those at the top of the list are awarded P-3. Working down the list, P-2 awards are made, then P-1, until the pro pay money barrel is finally emptied.

Exactly how effective the new program will be remains to be seen. It is certainly more stable, and will probably be effectively continued through the years with minor revisions.

Finally, keep these points in mind:

- The term proficiency pay is misleading.
- Pro pay, as used, is extra money for men in highly technical fields in which the greatest manpower shortages exist.
- It is granted as an incentive to remain in the service and continue working in these fields, or to transfer to one of these fields from some over-manned rating.

The next page lists the new eligible categories.

### These Categories Have Been Eligible for Pro Pay in the Past

As you can see in the tables below, ratings considered critical for purposes of proficiency pay have been under constant change.

Each year, most of the appropriations (85 per cent)

Fiscal Year	Critical Ratings/Skills
1959	ET, AT, FT, AQ, GS, NW, GF, AC, RD, RM, SO, CT, TD, EM, AE, IC, OM, MM, EN, AM, MR, DM, SV, PH, PT, AG, QM, SM, JO. All P-1 \$30 by examination.
29 critical ratings	
1960	BR, BT, BU, CE, DT, IM, LI, MA, ML, MU, PM, SF, SW, TM, UT, ET, AT, FT, AQ, GS, NW, GF, AC, RD, RM, SO, CT, TD, EM, AE, IC, OM, MM, AM, MR, DM, SV, PH, PT, AG, QM, SM, JO. All P-1 \$30 by examination.
43 critical ratings	
1961	MN, AB, BR, BT, BU, CE, IM, LI, ML, MU, PM, SF, SW, TM, UT, AQ, AC, TD, EM, AE, IC, OM, MM, MR, SV, DM, PT, AG, QM, SM, JO. P-1 \$30 by examination.
40 critical ratings plus NEC skill	
	AT, CT, ET, FT, GS, NW, RD, RM, SO. P-2 \$60 by examination.
	NEC 9901. P-1 \$30 automatic.
1962	AE, AQ, AT, CT, EM, ET, FT, GS, IC, NW, PT, RD, RM, SO. NECs 3300 series; 9592; 9905; 9930; 9962; 9972; 9901; 9913; 9961; 9963; HM-8407. All P-1 \$30 automatic, P-2 \$60 by examination.
21 critical ratings plus NEC skills	
	BR, MM, MR, CE, PM, AG, ADJ. P-1 \$30 automatic.
1963 (Through Sept. 1963)	ADJ, AE, AG, AT, AQ, AX, BR, CE, CT, DS, EM, ET, FT, GMT, IC, MM, MR, MT, PH, RD, RM, SO. NECs:
SO-0423	FT-1155 FT-1174 DS-1617 SF-4946
TM-0771	FT-1157 FT-1182 DS-1618 AT-6617
GM-0986	FT-1158 FT-1183 DS-1619 AE-7131
GM-0987	FT-1159 FT-1184 DS-1631 AE-7137
GM-0988	FT-1161 FT-1185 DS-1632 HM-8407

1963 (cont.)	Critical Ratings/Skills	
GM-0989	FT-1162 FT-1186 DS-1633	8213
GM-0998	FT-1163 MT-1313 DS-1634	8309
FT-1113	FT-1164 MT-1314 DS-1635	8319
FT-1114	FT-1165 MT-1315 All 3300 series	8324
FT-1115	FT-1166 MT-1316 3511	9505
FT-1116	FT-1167 ET-1513 BT-4516	9592
FT-1118	FT-1172 DS-1615 SF-4915	9901
FT-1119	FT-1173 DS-1616 SF-4945	9931
FT-1121		

All P-1 \$30 automatic, P-2 \$60 by examination.

#### Programed P-2 through 30 Sept. 1963

SO-0423	FT-1167 DS-1634	3355
GM-0986	FT-1172 DS-1635	3356
GM-0987	FT-1173 3306	3371
GM-0988	FT-1174 3307	3372
GM-0998	FT-1182 3308	3381
FT-1113	FT-1183 3313	3383
FT-1114	FT-1184 3314	3384
FT-1115	FT-1185 3315	3385
FT-1116	FT-1186 3316	3386
FT-1118	MT-1313 3317	3387
FT-1119	MT-1314 3318	3511
FT-1121	MT-1315 3321	AT-6617
FT-1155	MT-1316 3322	AE-7131
FT-1157	ET-1513 3323	AE-7137
FT-1158	DS-1615 3331	8309
FT-1159	DS-1616 3337	8319
FT-1161	DS-1617 3338	8324
FT-1162	DS-1618 3339	
FT-1163	DS-1619 3351	
FT-1164	DS-1631 3352	
FT-1165	DS-1632 3353	
FT-1166	DS-1633 3354	

Automatic \$60 awards to eligible NECs.

## —And Now, Here Is the New Pro Pay Table

Here's a complete listing of ratings and NEC skills to be awarded P-1, P-2, and P-3 specialty payments under the fiscal 1964 proficiency pay awards program. All P-3 \$100, P-2 \$75, and P-1 \$50 awards become effective on 1 October.

Awards of P-1 \$30 to skills listed are continued only for this year's program. Note that as the Navy's manpower requirements change, the critically under-

manned classifications may likewise be revised, and ratings not on this year's pro pay list may be eligible for future awards. Those who receive P-1 \$30 this year may be included in next year's program at higher rates. Many of the P-3, P-2, and P-1 \$50 skills will probably be in the critically undermanned category of future years. It is hoped that more funds will be available for pro pay awards in fiscal 1965.

Type of Award (Specialty)	Ratings/NEC Skills	Type of Award (Specialty)	Ratings/NEC Skills
P-1 \$30	ADJ; RM	P-2 \$75	1119, 1128, 1155, 1157, 1159,
P-1 \$50	AQ, AT, CT(R), FT, GMT, SO; NECs: 0313, 0314, 0317, 2314, 2315, 2325, 2332, 2342, 3342, 3343, 3344, 3345, 3346, 4356, 4722, 4723, 7131, 7137, 9931	(Cont.)	1161, 1162, 1163, 1164, 1165, 1166, 1158, 1167, 1172, 1173, 1175, 1179, 1182, 1184, 1185, 1186, 3318, 3371, 3383, 3384, 3385, 3386, 3387, 3511, 6616, 6617, 7935, 7946, 7948
P-2 \$75	AX, CT(I), CT(M), CT(T), DS, ET, MT; NECs: 0412, 0423, 0426, 0471, 0474, 0475, 0476, 0478, 0479, 0481, 0482, 0984, 0986, 0987, 0988, 0991, 0997, 0998, 1113, 1118,	P-3 \$100	NECs: 3307, 3308, 3314, 3315, 3316, 3322, 3323, 3324, 3331, 3332, 3338, 3339, 3351, 3353, 3354, 3355, 3356

### 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, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

#### Alnavs

No. 19—Extends regulations relating to the right of naval personnel to special pay for diving duty.

No. 20—Quotes report of Committee on Equal Opportunity and states Department of Defense policy with respect to off-base discrimination.

#### Instructions

No. 1020.11B—Cites the policy and instructions for providing clothing for certain Naval Reserve enlisted personnel.

No. 1120.33B—Invites applications from permanently commissioned officers of the Regular Navy, temporary limited duty officers and USNR officers for transfer between the unrestricted line and restricted

line of the Regular Navy.

No. 1300.26C—Constitutes a statement concerning overseas tour lengths, policies on Navy personnel rotation and policies concerning overseas movement of dependents of Navy personnel serving in overseas commands and activities.

No. 1510.69G—Solicits applications and outlines eligibility requirements and procedures whereby enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education Program, leading to a commission in the Regular Navy.

No. 5390.2B—Offers information concerning Leadership Support (methods and materials) provided by the Chief of Naval Personnel and prescribes action to be taken to achieve the objectives of General Order 21.

No. 7312.5B—Expands existing procedures to identify and classify additional elements of permanent change of station travel costs of Navy personnel.

#### Notices

No. 5321 (2 July)—Discussed the need for review and revision of Military Personnel Manpower Authorization (NavPers 576).

No. 1306 (3 July)—Announced new normal shore tour lengths for certain rates and incorporated new shore tour completion dates into the

Manpower Information system.

No. 1520 (3 July)—Announced the selection of officer applicants for submarine training at Submarine School, Groton, Conn.

No. 7220 (8 July)—Emphasized the need for careful interpretation of regulations pertaining to temporary duty and entitlements to per diem payment as a result.

No. 1020 (12 July)—Described recently approved changes concerning the Navy and Marine parachutist insignia.

No. 6100 (15 July)—Announced the U. S. Junior Chamber of Commerce Physical Fitness Leadership recognition program, and encouraged nomination of personnel connected with the military services.

No. 1440 (22 July)—Announced a change in the Navy Enlisted Rating structure and the establishment of the Aviation Maintenance Administrationman (AZ) general rating.

No. 1130.4G Change Transmittal (23 July)—Revised the list of open rates in BuPers Inst. 1130.4G, which is concerned with enlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1300 (24 July)—Solicited volunteers to participate in the Navy's support of the U. S. Antarctic program in 1964-65.

# THE WORD

## Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **SEA DUTY EXTENSION** — Why haven't I been transferred ashore?

Seavey rotation planners in the Bureau of Naval Personnel are asked this question more and more these days by men completing overseas tours. Many Navymen don't understand why they receive 14-month extensions on sea duty.

Insufficient obligated service is usually the reason.

You are normally considered for assignment ashore four months before scheduled rotation date. Those on overseas tours, and on each new Seavey segment, must have at least one year of obligated service from the month of tour expiration to be eligible for transfer.

If the required obligated service is not indicated at that time, a 14-month extension on sea duty is applied, and reassignment in a sea duty status may be made.

Once the extension is effected, the sea tour will not change—even if additional obligated service is later acquired.

• **NEC CODES** — Recent changes to the Navy Enlisted Classification coding system are incorporated in a new *NEC Manual*, NavPers 15105-E, which should now be on the shelves of all ship and station personnel offices.

Major revisions to NEC coding policies, as spelled out in the new manual, include a requirement that all paygrade E-3 men not identified as strikers be assigned "trainee" codes. Such codes, appropriate to individual paths of advancement, must be assigned all non-designated personnel before they can be recommended for advancement to pay grade E-4.

In addition, commands are instructed to make sure that billets requiring special skills are properly coded, and that manpower authorizations are reviewed and any NEC recommendations concerning allowances and complements are promptly forwarded to the Chief of Naval Personnel.

Advance word on the new manual,

along with a complete list of NEC changes and coding procedures, is contained in BuPers Notice 1221 of 7 Jun 1963.

• **WANT CLASS "B" SCHOOL?** — How does a man at sea get a "B" school other than through the STAR and SCORE programs?

Normally, BuPers assigns men to a "B" school upon the completion of shore duty and before they report for a tour of sea duty. By using this method the ships at sea are assured of stability and the Navy saves manpower and funds. It is quite obvious what might happen if this procedure were changed; anyone not liking his tour of sea duty would only have to ask for a "B" school.

Occasionally when men are ordered ashore, if they request a school on Seavey, and the requirements of the shore assignment demand it, the school will be granted. However, the bulk of training occurs when the movement from shore to sea (Shorvey) takes place. This procedure insures that well-qualified personnel, equipped with the latest and most up-to-date training in their rates, are ordered to duty with the Fleet.

As a reenlistment incentive, and under certain conditions, a man can be guaranteed an assignment to school upon his reenlistment. Article 12.8 of the *Enlisted Transfer Manual* gives all the information.

So, if the man who asked the question in the first paragraph is near-

ing his expiration of enlistment and desires school training, he should contact his personnel officer for the necessary information and guidance. Requests must reach the Chief of Naval Personnel through the chain of command three months before reenlistment.

• **SHORE TOUR LENGTHS INCREASED** — Navymen in 35 rates making up eight different ratings will be spending longer tours ashore in the future, following a change in normal shore tour lengths.

The increased shore tour lengths, outlined in BuPers Notice 1306 of 3 Jul 1963, are the result of an analysis of sea/shore billet ratios, predicted requirements, personnel strength, and other factors bearing on sea/shore rotation. The analysis shows that to achieve an average sea tour of 36 months for men in the rates in question, the longer shore tour is necessary.

A future change to the *Enlisted Transfer Manual* (NavPers 15909A) will reflect the new tour lengths.

Here are the rates affected. Tour lengths for men in pay grades E-8 and E-9 are the same as those shown for E-7 unless listed separately.

Rate	Tour Length	
	Old	New
ADCM, ADCS, ADJC, ADJ1	42	48
ADJ2, ADJ3, ADJAN	36	42
ADRC, ADR1, ADR2, ADR3, ADRAN	36	42
AQC, AQ1, AQ2	36	42
AQ3, AQAN	24	36
AEC, AE1	36	42
AMC, AM1, AM2, AM3, AMAN	36	42
PRC	42	48
AKC	42	48
AK1, AK2, AK3, AKAN	36	42
PTC, PT1, PT2, PT3, PTAN	24	30

• **REENLISTMENT** — A government agency recently took a look at service records of men and women in the armed services who had been reenlisted and later discharged because of substandard behavior and performance. The Chief of Naval Personnel then examined the records of Navy men and women involved in the survey and found that many had poor records when they were reenlisted.

To make sure the criteria for reenlistment are met in the future, a large number of service records of reenlisted personnel will be regularly examined by the Bureau of Naval Personnel. Navy men and women who wish to reenlist must make sure

### All-Navy Cartoon Contest ENS Nat B. Read, USNR



that their service records reflect high military and professional standards.

One common mistake has been the failure to record military behavior and performance through a memorandum entry on page nine of the service record after disciplinary action has been taken.

If this omission is overlooked at evaluation time, the performance and behavior average is distorted, permitting an undeserved recommendation for reenlistment. Because a recommendation is usually taken at face value without the benefit of the person's service record, it must be based on accurate information.

Article C-7821 of *BuPers Manual* gives the minimum standards for reenlistment. Commanding officers are to review this article plus Article C-1403 and BuPers Instructions 1910.11E and 1133.3E to ensure that all reenlistment requirements are met.

This information has been published in BuPers Notice 1133 of 31 May 1963.

#### • GOLD PARACHUTIST INSIGNIA

—If you are a qualified parachutist and wear the silver parachutist breast insignia, you can change it for a new, distinctive Navy and Marine Corps insignia if you satisfy a few requirements.

“The new insignia is gold, and slightly larger than the silver one. It is similar to the insignia worn by Naval Aviators, except that a gold-colored open parachute is centered on the wings instead of the shield and foul anchor.

To qualify for the gold insignia you must:

- Previously qualify for the silver insignia by completing formal parachutist training at an Armed Services installation.

- Complete a minimum of five additional parachute jumps, under competent orders, with a Navy or Marine Corps organization whose mission includes parachute jumping.

- Not have your right to wear such insignia specifically revoked.

- Have an appropriate entry made in your service record, verifying that the first two requirements listed above have been met.

The silver insignia has been renamed the “basic parachutist insignia,” but the qualifications and manner of wearing it have not changed.

Those who qualify for the new

Navy and Marine Corps insignia must wear it in lieu of the basic silver insignia. The new insignia may be worn in the form of either a metal pin or a gold-embroidered patch. Both should be available soon in Navy and Marine Corps exchanges.

Detailed changes to *Uniform Regulations, 1959*, Articles 0157 and 0656, and *BuPers Manual*, Article C-7405, regarding the wearing of this new insignia, will be forthcoming. Meanwhile, BuPers Notice 1020 of 12 July 1963 serves as the authority. Questions arising before promulgation of the detailed changes should be directed to the Chief of Naval Personnel.

- **TRAVEL CHANGES**—New expense reimbursement procedures which may affect the pocketbooks of traveling Navymen have been announced in Change 125 to *Joint Travel Regulations*.

In general, the change:

- Provides regulations governing Actual Expense Allowances authorized by recent congressional action.

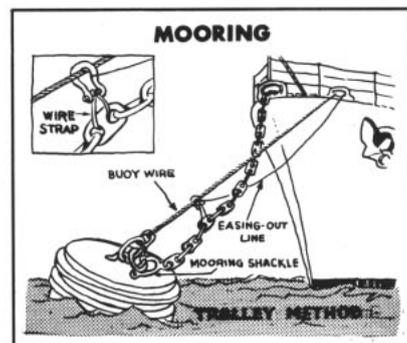
- Does away with the prohibition against advance mileage payments in connection with land travel to a home of record outside the United States.

- Provides a revised, up-to-date listing of all areas which are authorized station and travel per diem allowances.

Chapter 4 of JTR was rewritten to include Actual Expense Allowances, entitlement to which became effective on 1 Mar 1963. The AEAs provide reimbursement for food and lodging expenses, and for other expenses actually incurred in connection with official travel and temporary duty within the United States.

This expense allowance is authorized only in cases when normal per diem allowances do not suffice. Per diem allowances will not be paid

#### Grains of Salt—



when the AEAs are authorized.

Maximum AEAs are determined before travel is performed and, if expenses are less than the amount authorized, the traveler will be reimbursed only for those actually encountered.

Vouchers on which claims are made for reimbursement must itemize the expenses on a daily basis. (Receipts are required for lodging.)

Effective 1 Apr 1963, travel and transportation allowances may be paid in advance, except in connection with travel to a “final” home of selection for retirement or discharge. However, advance transportation allowances for dependents are not authorized, nor is advance payment for movement of household goods or advance dislocation allowances.

- **NESEP DEADLINE**—You are invited to apply for the Navy Enlisted Scientific Education Program if you are a petty officer, 21 but not 25 years of age and are otherwise qualified as outlined in BuPers Instruction 1510.69G.

The deadline is 15 September. By this date your commanding officer will request examination from the Naval Examining Center for each applicant by name, rate and serial number. Your letter application must reach Chief of Naval Personnel not later than 1 Nov 1963.

Annually the Chief of Naval Personnel invites petty officers to apply for NESEP, a program which provides four continuous years of college education in 22 of this nation's finest universities. Majors are available in over 10 scientific and engineering subjects. The largest number of majors are in electrical, mechanical and aeronautical engineering, physics and mathematics.

NESEP students may be married or single. The Navy pays for tuition, books and fees. Each student draws the pay and allowances of his rate and will be eligible for advancement in rating in accordance with established procedures. On graduation, students are transferred to Officer Candidate School and, on completion, are commissioned Ensign, USN, Unrestricted Line.

NESEP is a program of high standards, but the rewards for those who succeed are sizable: A college education, a U. S. Navy commission, and a career in the Navy. If you are interested, check BuPers Inst. 1510.69G for complete details.

# THE BULLETIN BOARD

## Here Are Pointers to Check When You Make Your Next Move

**M**OVING DAY for yourself and family, even under the best of circumstances, can be a pretty traumatic experience. If things don't go well, it can be worse—much worse.

However, Navy men have one wonderful advantage over most people. They have at their disposal a large, well trained organization whose primary duty is to help naval personnel to pick up car, furniture and family and go from one place to another.

This is the Household Goods Branch of the Transportation Division of the Bureau of Supplies and Accounts. In any one year, these people will help move approximately 220,000 tons of household goods, 16,000 autos and vehicles and 2000 house trailers for about 90,000 Navy families.

This is big business. Through the years, BuSanda has learned the hard way the best and most efficient way to move a family almost anywhere. Since it makes their job easier, they are eager to pass on to you the results of their experience. The official word may be found in NavSanda Publication No. 380, and the basic pointers may be found below.

### • What to do when you receive orders?

First things first—contact your nearest Household Goods Shipping Office.

Based on your travel orders, interviewers will explain how much you are entitled to ship or store and will give you detailed information which will help solve your individual problems.

To get the best information on your special moving needs, you should visit the shipping office personally if at all possible.

If you can't do this, write or phone the nearest office and you will be given the necessary forms and information.

Be sure to give the shipping activity a realistic date and time for packing and pickup of your household goods, as well as a preferred arrival date at your destination.

Four copies of your orders (one of which must be certified) are required for EACH shipment. Example: If a part of your household goods will be sent by express, a part by other means of transportation, and the remainder to non-temporary storage, a total of 12 copies (including three certified copies) are required. Be sure to have sufficient copies of your orders.

An interviewer at the household goods shipping office will fill out an *Application for Shipment of Household Goods*, also referred to as DD Form 1299—based on the information you give. Be prepared to tell the interviewer what you want shipped, when and where. Be sure this information is correctly shown on the form or worksheet before signing. An error here can cost you money and delay your shipment.

Because you may not always be able to make personal arrangements, your wife, or other agent, is empowered to act for you, if this person has your written authority. You may use either a simple letter signed by you or a formal power of attorney, as you wish. Remember shipping rights belong only to you, the Navy member.

You may ship a "weight allowance" of household goods based on your rank. Shipment may be made

by petty officers, third class (with over four years of service) and above.

Weights are non-packed or non-crated weights and are referred to as "net weights." Allowances over and above these net weights are made for packing.

The Navy can pay only up to authorized weight allowances. Where moves weigh more than authorized allowances, the excess above the allowance is charged to you. Check carefully and dispose of all articles worn out or no longer needed.

Here are some of the questions you should ask yourself:

### • What shouldn't I ship?

Don't ship: Broken furniture; no longer needed clothing; old books, papers, or magazines; worn out, inoperable appliances; broken toys, etc.; anything else no longer needed. Moving time is a good time to clean out the attic.

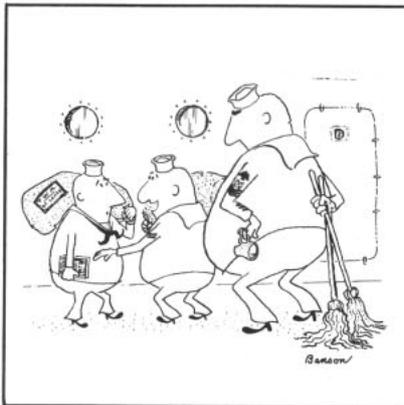
### • What won't the government ship as household goods?

It won't ship: Automobiles or other motor vehicles; trailers, with or without other property; boats or outboard motors; alcoholic beverages; animals and birds; perishable foodstuffs and plants; dangerous materials such as loaded firearms, ammunition, photo flash bulbs, flammables and acids; groceries and provisions other than those for consumption in your own home; articles acquired after the effective date of orders except when specifically authorized by BuSanda for shipment overseas; and articles intended directly or indirectly for persons other than you and your immediate family, or articles for sale.

### • What about our silver, jewelry and other valuables?

These items are referred to as "articles of extraordinary value" and include such items as precious jewels, jewelry, articles of gold and silver, paintings, authentic oriental rugs, relics, antiques other than bulky furnishings, etc. They deserve special handling and should not be

### All-Navy Cartoon Contest Robert J. Benson, DMSA, USN



"I wonder who keeps this ship so sparkling clean!"

shipped routinely with household goods.

Tell the transportation officer of the quantity and value of these articles and he will arrange for their shipment to provide maximum security. The Government will assume the cost of this shipment if it is within your weight allowance.

One of the advantages of this type of shipment, in addition to greater security, is that it affords you an opportunity to obtain, at your own expense, protection for your valuables above the limited protection automatically provided, and without the necessity for insuring your household effects shipped by ordinary means.

This may be important to you if your belongings include extremely valuable items, inasmuch as there are maximum allowance provisions applied to uninsured items of this nature in the adjudication of claims under the Navy Personnel Claims Regulations. Be sure to discuss with the interviewer at the Household Goods Shipping Office, the handling of these articles and the insurance aspects, including the Navy Personnel Claims Regulations.

• *May I ship professional books, equipment and papers?*

If they're needed in the performance of your duties, you can have them shipped without being charged against your authorized weight allowance. Be sure the estimated weight is shown on your application for transportation of household goods. Before the packers arrive at your house, set these items apart from your other goods. When the packers arrive be sure they pack, mark and weigh them separately.

• *What if my move is to government quarters?*

Be sure to find out exactly what furniture and appliances will be provided before you ship your household goods. Items not needed at your next duty station can usually be placed in storage at origin at Navy expense. Careful attention to this matter will save both wear and tear on your furniture and save taxpayers dollars.

*Note:* All household goods shipping activities can give you general information on housing conditions overseas. Such information may be provided with your orders. But the

best source is the commanding officer or his representative at your next duty station. You will be required to use any household goods which are shipped to your next duty station overseas.

• *When and where can shipments be made?*

You can ship when you receive your orders.

"Where" depends on orders. Your interviewer will advise and assist you in explaining what your rights are. Don't hesitate to ask questions about shipment and storage.

Before you talk with the interviewer it's a help to know such things as the quarters situation at your next duty point, the climate, electrical current and other pertinent local information.

• *How will my household goods be shipped?*

This depends on when you require your goods at your new station. If your household goods are to be shipped uncrated, you are permitted to state a preference for use or non-use of the carrier that will handle your shipment.

However, the transportation office is bound by certain regulations and may be unable to honor this preference. Requests for non-use of specific carriers that have given you unsatisfactory moves will be honored by the transportation officer if another carrier is available to move the shipment at the same overall cost to the government. The best available transportation will be used to get your goods there when needed.

## WAY BACK WHEN

### Bear Meets Her End

A Navy and Coast Guard ship from a bygone era, the old USS *Bear* went to the bottom of the North Atlantic recently while on her way to Philadelphia to become a commercial museum and restaurant.

USS *Bear* first became well known during the 1880s when she was sent to the Arctic to search for the Greely expedition, which became stranded in the Arctic winter without adequate food or clothing.

*Bear* sighted what was left of the party within two months. They had survived on rock moss, leather sledding equipment and small game. Many had died of privation or gone mad. The survivors were walking skeletons.

Not long after the rescue, *Bear* was declared unfit for further service in the Navy and transferred to the Treasury Department to begin a long career on the Alaskan Coast Guard Patrol.

Technically, *Bear* joined the Navy again in 1917, when the United States entered World War I. However, she remained in Alaskan waters, where she had helped enforce the law and dispense justice to the brawling territory during her Coast Guard days.

In 1929 *Bear* was decommissioned and turned over to the city of Oakland, Calif., to be used as a maritime museum. It was at this time she was used in the filming of Jack London's "Sea Wolf."

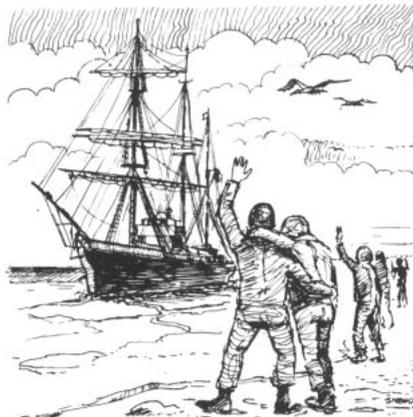
In the early 1930s, Admiral Richard E. Byrd was looking for a vessel, suitable for operating in ice, for his second Antarctic expedition. *Bear* answered the purpose and was purchased from Oakland for the incredibly low price of \$1050.

Refitted, *Bear* sailed in September 1933 for the Bay of Whales and Little America under the command of LTJG Robert A. J. English. The expedition lasted until 1935.

During World War II, shortly after her return from the 1939-1941 Byrd expedition to Antarctica, *Bear* was assigned to the Greenland Patrol to serve until she was decommissioned in May 1944.

She was purchased by a commercial firm in 1948 for use as a sealing ship, but the bottom dropped out of the market and the old ship was left to rot on the beach in Nova Scotia. This was where she was purchased for use in Philadelphia.

In the North Atlantic, as she was being towed toward her new home, old age and a vicious North Atlantic storm accomplished what polar ice and snow could not do. *Bear* went to a grave she couldn't have chosen better had she been able to do so.



Be sure to give the interviewer a realistic "PAD" — Preferred Arrival Date. It is just as bad to have your goods arrive too early as too late. Early arrival of household goods means extra handling in and out of a storage location and this unnecessarily increases the chance of damage. Also, this is a more costly operation to you as a taxpayer.

• **Can I request expedited shipments?**

Expedited modes of transportation can be used only for items of extraordinary value and those things that are needed at home right up to moving time and also will be needed temporarily at your new duty station until you are resettled.

• **What services will be provided by the Navy?**

Appliance servicing; inventorying; packing; pick-up from residence; crating; storing; shipping; delivery to residence; uncrating; unpacking and removal of trash and debris after packing and unpacking.

• **Do I do the packing?**

No, you don't, but you can help by checking on some duties of the movers.

When your goods are packed, the mover must:

- Use new or used boxes and cartons in good condition and mark the general contents on each.

- Tag or mark each container or loose item with the item number and lot number shown on the inventory list.

- Pack large mirrors, glass tops, large glass-faced pictures, etc., in a crate or reinforced carton.

- Place mattresses in cartons.

- Use a clean type or other modern method (not requiring the use of excelsior or shredded paper).

- At time of loading, wrap in furniture pads, covers, burlaps, or other suitable wrappers, articles having surfaces liable to damage by scratching, marring, or chafing.

• **How about unpacking?**

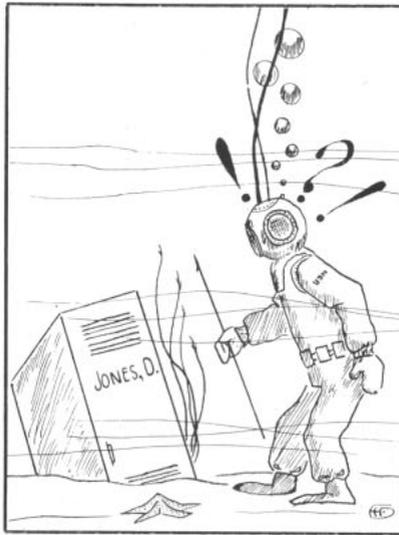
When your goods are unpacked, the movers must:

- Place your goods in any room you want them, but be only required to make one placement.

- Check off all items delivered against the inventory.

- Unpack all items from containers.

**All-Navy Cartoon Contest**  
**Frederic W. Donour, Jr., PC3, USN**



- Record all loss or damage found during the unpacking process.

If any problems or questions arise, don't argue with the movers. Call the nearest Household Goods Shipping Office.

• **Should I make an inventory?**

You can, but it isn't necessary. The movers will make an inventory of furniture, boxes and barrels, and give you a signed, legible copy as a receipt.

You should be sure, however, that the inventory reflects the true condition of the property. General terms such as "marred," "scratched," "soiled," "worn," "gouged" and the like should not be used unless the specific location of the damage and extent of the defect is also indicated. For example: "right front leg, chipped," "three-inch scratch in center of table top," "two-inch tear in covering of left arm."

Call the nearest household goods shipping office in case of disagreement. Make sure the number of boxes, barrels, crates, etc., furnished by the mover agrees with the number he lists on the Statement of Accessorial Services Performed (DD Form 619), which he will also ask you to sign.

Do not sign a blank form or a form that has been filled out for more services than the mover has actually performed in packing your household goods.

• **Service to appliances — what is my responsibility?**

Before the arrival of packers you

are responsible for: Removing and dismantling television antenna; defrosting, cleaning and emptying the refrigerator and deep freeze unit; disconnecting appliances (including necessary plumbing, electrical, and carpenter service).

The government provides preparation of appliances at origin so that they will safely withstand handling, movement and storage; reversing the procedure at destination. This does not include connecting or disconnecting services.

You should be prepared to furnish the household goods interviewer with a list of appliances by manufacturer, year, and type model.

Delivery to your new home can be arranged by merely calling the household goods shipping office nearest your new station when you get there.

If your goods have not arrived, this office will follow up on your shipment for you.

Give as much advance notice as possible for delivery, especially during the busy summer moving season.

• **What is the moving company's responsibility for my goods?**

The moving company which moved your goods is responsible only at the per-pound rate stated in his contract. Generally, this amounts to \$.30 a pound for each article in motor van and freight forwarder shipments; to \$.10 a pound in the case of rail or motor freight and up to \$.50 a pound for express. Example: Your chair which was shipped by motor van weighs 10 pounds. Suppose it is damaged to the extent that it cost \$10.00 to repair. Since the moving company contract calls for him to pay only .30 a pound, the maximum he is required to allow for repairs to the chair is \$3.00.

If the carrier has been asked to accept cartons packed by the owner, he cannot be expected to become responsible for damage to their contents.

• **What are my benefits from the government in the event of loss?**

The Navy is authorized to reimburse you for loss or damage not otherwise compensable to the extent of \$6500. This is a statutory limitation applicable to each claim. If you have more than one authorized shipment in connection with your move, and losses occur in each shipment

from unrelated causes, greater coverage will result as the claims are considered separately.

Normally, you will not be reimbursed for loss of items which should not have been included in the shipment or for articles of extraordinary value which have not been afforded proper security.

If you have any questions regarding the protection of your property, consult your household goods shipping officer.

• **What about additional insurance?**

This is a decision that you alone should make. In considering the desirability of taking out commercial insurance there are two factors you should take into consideration.

If you have no items of extraordinary value and your entire shipment of household goods is by ordinary means, you may want commercial insurance if your goods are valued at more than \$6500. In this case you may desire to obtain insurance only for the difference between your valuation and the \$6500 protection which is provided by the government to obtain essentially complete coverage.

If you have two shipments, that is, one by ordinary means and one by expeditious means you should consider the following factors in regard to your expeditious shipment: The Government does not provide automatic protection up to \$6500 for items of extraordinary value because of the maximum allowance it applies to uninsured items of this nature. If you want full protection for that shipment it is necessary that the full value of the articles be declared to the transportation company and that you bear any additional costs above the minimum rate to obtain this protection. When this has been done and you suffer damage or loss you are protected either by the coverage you have purchased, or, if for any reason the carrier denies liability in whole or in part, by the Government up to the \$6500 maximum.

Be careful to place a true valuation on your property. Remember, the Government and, usually, the insurance company or carrier, will not pay more for an item than its depreciated value at time of loss or damage; and, your combined recovery cannot exceed this value. Under normal circumstances, neither the

### Weight Allowance Table

Below is a table of new weight allowances (pounds) for service and grade at time of effective date of orders.

Rank/Rate	Temporary Duty	Permanent Duty
Admiral	2000	24,000*
Vice Admiral	1500	18,000*
Rear Admiral (upper half)	1000	14,500*
Rear Admiral (lower half)	1000	12,000*
Captain	800	11,000
Commander	800	10,000
Lt. Commander and Warrant Officer (W-4)	800	9,500
Lt. and Warrant Officer (W-3)	600	8,500
Lt(jg) and Warrant Officer (W-2)	600	7,500
Ens. and Warrant Officer (W-1)	600	7,000
Enlisted Personnel		
E-9 Master Chief Petty Officer	600	7,000
E-8 Senior Chief Petty Officer	500	6,500
E-7 Chief Petty Officer	400	6,000
E-6 Petty Officer, First Class	400	5,500
E-5 Petty Officer, Second Class	400	5,000
E-4 Petty Officer Third Class (with over 4 years' service)	400	4,500
Aviation Cadet	400	400

\* Currently limited to 11,000 pounds by appropriation act rider.

Government nor an insurance company will pay full replacement value.

• **What about loss or damage?**

Your best friend in this case is the household goods shipping officer. Get in touch with him promptly. He will provide you with the proper

**All-Navy Cartoon Contest**  
ENS Victor G. Reiling, Jr., USN



"Excuse me. Who is in charge here?"

forms, a written instruction pamphlet, advice, and whenever possible, an inspector to check the damage.

A claim may be filed against the Government, the carrier and/or your insurance company at the same time. However, this may prove unnecessary if the carrier repairs or replaces the damaged item, or pays you. If you discover damage or loss at the time of delivery, note the facts on the bill of lading and inventory which the delivering agent will ask you to sign.

Do not refuse to sign the Government bill of lading because the goods are received in a damaged condition or when a portion of the shipment is missing. But, before you sign the bill of lading, be sure to make a notation on the reverse side indicating the type and extent of loss or damage.

• **How can I help the Navy in this move?**

The Navy insists that the carrier which moves your goods render you a high quality service. Business awarded a carrier in the future depends on his performance on each shipment. There are many things about a carrier's service that only you, the owner, can observe. It is therefore important that you complete the evaluation form which you will be given and return it to household goods office at origin after your goods have been delivered.

### AUTOMOBILES

• **What is involved in shipping my automobile?**

Early submission of the application for shipment of your automobile will assist in moving it as soon as possible after it reaches the port shipping activity.

• **What happens when a privately owned vehicle is shipped?**

If you have permanent change of station orders from or to overseas, you may ship your automobile between duty stations. Land transportation to or from a port is not authorized. You or your designated agent must deliver your automobile to the port shipping authority authorized to serve your new duty station. If delivery is made by your agent, be sure he has your written authority to do so.

As soon as the selected port activ-

ity receives your application, they will send you delivery instructions.

Although the loading port will carry out most of the details necessary to prepare your car for shipment, you should make sure before you deliver it that:

Motor is in good operating condition; windshield wipers are operating; brakes (floor and hand) are adequate and in good operating condition; all lights are operative and properly adjusted; horn is operative; exhaust system is in sound condition; all glass (head lamps, rear lamps, windshield, and windows) is unbroken and free from cracks; body and fenders are free from breaks and tears; battery is fully charged; cooling system contains sufficient antifreeze to prevent freezing in transit; and vehicle is thoroughly cleaned and the surface or undercarriage does not contain any foreign matter which might harbor insect pests.

Before delivery of your vehicle to the port, remove items easily stored or damaged, such as hubcaps, tools, or similar items and pack them in a substantial box and store in vehicle. The box should be marked to show owner's name, grade/rate or rank, file or service number, and destination.

The port shipping activity will: inspect your vehicle when you deliver it; note its condition in your presence; drain the gasoline tank; disconnect the battery; and load it aboard ship.

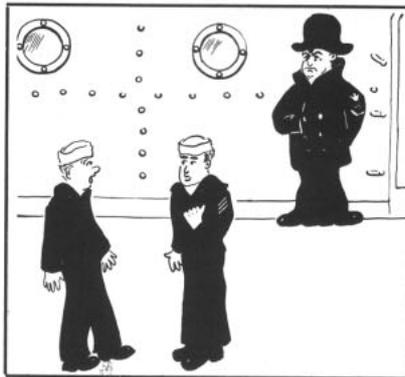
The Government can ship only one vehicle for you. In general this includes passenger-carrying jeeps or pickup trucks, automobiles, motorcycles, motor scooters, and motor bikes.

Trailers, vehicles to be used for commercial purposes, airplanes, or boats will not be shipped.

You should furnish the destination port your overseas address as soon as possible so they can notify you when your vehicle arrives. When you pick it up they will: Put enough gasoline in the tank for you to get to a gas station; connect the battery; and make a joint inspection with you to note the condition after receipt.

Any damage incurred between the time you turned the car over to the port shipping activity and the time you receive the car at port receiving activity should be determined carefully by reference to the condition

**All-Navy Cartoon Contest**  
**Rufo L. Poblete, Jr., YN1, USN**



**"Leadership school has gone to his head!"**

sheet given you after inspection at the port shipping activity.

• **What other paper work is involved?**

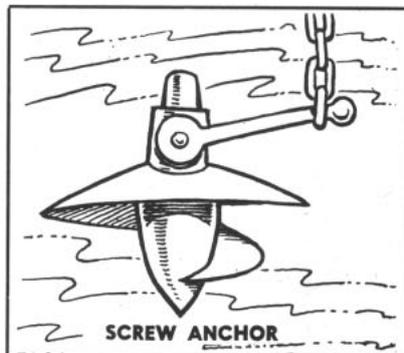
Because overseas regulations and prohibitions vary on entry restrictions, licensing requirements, resale laws, and special equipment requirements, it is best to check on the latest information by writing your overseas commander as soon as possible after you know where you will be going. For example, some areas prohibit the importation of expensive or flashy cars.

You must submit a request on a Motor Vehicle Shipment Application (DD Form 828) which will be provided by your household goods shipping officer. Two copies of your orders, one of which must be certified, must accompany this form to the port shipping activity which will be shipping your car.

• **What about pets?**

Pets are not considered part of your household goods. Information on shipment of pets to, from, or between overseas points can be fur-

**Grains of Salt—**



nished by the cognizant Navy passenger transportation office. For detailed information see NavPers 15842-B (Overseas Transportation Information for Navy Dependents).

• **Am I entitled to Hold Baggage?**

Generally, most ships restrict cabin luggage to hand luggage needed for the voyage. Weights and limitations are contained in NavPers 15842-B. You are authorized additional "hold baggage" which will accompany you on the same ship on which you travel. If shipment to or from the port is arranged by a household goods shipping office, it will count against your household goods weight allowance.

• **What about moving my trailer?**

If you have authority to ship household goods and you wish to ship a mobile home you have two alternatives. You may tow the trailer yourself, or ship the trailer on a Government bill of lading.

In the first instance you will receive monetary allowance. In the second instance, the Government will pay the total charges and you will be checked for certain maximum unallowable charges including costs above an established maximum allowance. Generally, you cannot make a shipment of household goods and receive a trailer allowance at the same time. Before you acquire or move a mobile home talk to your transportation officer regarding the intricate provisions of the law.

**Summary**—So there are the facts. Your nearest household goods shipping officer will provide additional information and arrange for your movement of household goods, auto and trailer.

**Fast Drivers Still Take Highway Toll**

Nearly nine out of every 10 casualties on the nation's highways in the past year were caused by human error and lack of judgment. And the speedster still ranks as the Number One killer on the road.

Of the 40,500 persons who lost their lives in traffic accidents last year, 32,300 died in accidents caused by driver error and traffic law violations. Moreover, nearly 3,000,000 persons were injured in auto mishaps blamed on drivers' mistakes.

The fast driver continued to be the greatest menace on the highways. Nearly 13,000 deaths and more than 1,145,000 injuries were directly attributable to excessive speeding.

Young drivers in 1962 had the worst performance record of any age group. Drivers under 25 years of age comprise only about 15 per cent of all licensed drivers in the United States. Yet they are involved in nearly 29 per cent of all fatal accidents.

These and other grim reminders were disclosed in an annual report.

### List of New Motion Pictures and TV Series Available To Ships and Overseas Bases

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

Two one-hour TV shows are packaged for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Target - The Corruptors* (Melodrama) and *Rawhide* (Western).

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*The Fighting O'Flynn's* (2287): Melodrama; Patricia Medina, Helena Carter (Re-Issue).

*Miss Grant Takes Richmond* (2288): Drama; Lucille Ball, William Holden (Re-Issue).

*Tomahawk* (2289): Action Drama; Van Heflin, Yvonne De Carlo (Re-Issue).

*Paranoiac* (2290) (WS): Mystery Drama; Janette Scott, Oliver Reed.

*Five Miles to Midnight* (2291): Drama; Sophia Loren, Anthony Perkins.

*Diary of a Madman* (2292) (C) (WS): Melodrama; Vincent Price, Nancy Kovack.

*David and Lisa* (2293): Drama; Keir Dullea, Janet Margolin.

*The Lady Gambles* (2294): Melodrama; Barbara Stanwyck, Robert Preston (Re-Issue).

*Gentlemen Prefer Blondes* (2295): Drama; Marilyn Monroe, Jane Russell (Re-Issue).

*Mister 880* (2296): Drama; Dorothy McGuire, Burt Lancaster (Re-Issue).

*The Gal Who Took The West*

(2297): Melodrama; Yvonne DeCarlo, Scott Brady (Re-Issue).

*Age of the Buccaneers* (2298) (C) (WS): Action Drama; Ricardo Montalban, Vincent Price.

*Riffi in Tokyo* (2299): Suspense Drama; Karl Boehm, Barbara Lass.

*California* (2300): Action Drama; Jock Mahoney, Faith Domergue.

*Tammy and the Doctor* (2301) (C): Comedy Drama; Sandra Dee, Peter Fonda.

*Deadline U.S.A.* (2302): Drama; Humphrey Bogart, Ethel Barrymore (Re-Issue).

*Stars and Stripes Forever* (2303): Drama; Clifton Webb, Debra Paget (Re-Issue).

*Rawhide* (2304): Action Drama; Tyrone Power, Susan Hayward (Re-Issue).

*Sailor of the King* (2305): Drama; Jeffrey Hunter, Michael Rennie (Re-Issue).

*Day of the Triffids* (2306) (C) (WS): Science Fiction; Howard Keel, Nicole Maurey.

*The Ugly American* (2307) (C): Drama; Marlon Brando, Sandra Church.

*The Break* (2308): Suspense Drama; Tony Britton, William Lucas.

*The Passion of Slow Fire* (2309): Drama; Jean DeSailly, Alexandra Stewart.

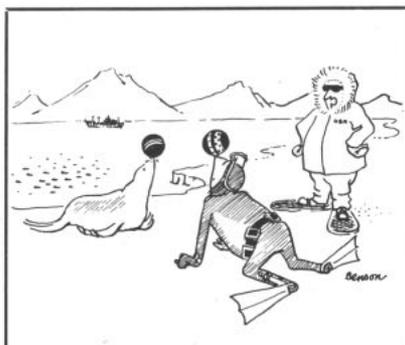
*Walk A Crooked Mile* (2310): Drama; Louis Hayward, Dennis O'Keefe (Re-Issue).

*White Witch Doctor* (2311): Melodrama; Robert Mitchum, Susan Hayward (Re-Issue).

*In A Lonely Place* (2312): Melodrama; Humphrey Bogart, Gloria Graham (Re-Issue).

*State Secret* (2313): Melodrama;

### All-Navy Cartoon Contest Robert J. Benson, DMSA, USN



"You SEAL team guys take your job too seriously!"

Douglas Fairbanks, Jr., Glynis Johns (Re-Issue).

*The Longest Day* (2314) (WS): War Drama; All Star Cast.

*The Stripper* (2315) (WS): Drama; Joanne Woodward, Richard Beymer.

*Follow the Boys* (2316) (C) (WS): Musical Drama; Connie Francis, Russ Tamblyn.

*Dame With A Halo* (2317): Drama; Barbara Luna, Rafael Lopez.

*The Snows of Kilimanjaro* (2318): Drama; Susan Hayward, Gregory Peck (Re-Issue).

*Titanic* (2319): Drama; Clifton Webb, Barbara Stanwyck (Re-Issue).

*Phone Call From A Stranger* (2320): Drama; Shelley Winters, Michael Rennie (Re-Issue).

*It Happens Every Spring* (2321): Melodrama; Ray Milland, Jean Peters (Re-Issue).

### Television

5318: TV-1 *Target-The Corruptors*-Poppy Vendor. TV-2 *Rawhide*-Immigrants.

5319: TV-1 *Target-The Corruptors*-Fortress of Despair. TV-2 *Rawhide*-Grandmam's Money.

5320: TV-1 *Target-The Corruptors*-The Wreckers. TV-2 *Rawhide*-Reunion.

5321: TV-1 *Target-The Corruptors*-Megalomania. TV-2 *Rawhide*-House of the Hunter.

5322: TV-1 *Target-The Corruptors*-Nobody Gets Hurt. TV-2 *Rawhide*-Wager on Payday.

5323: TV-1 *Target-The Corruptors*-Pier 60. TV-2 *Rawhide*-Captain's Wife.

5324: TV-1 *Target-The Corruptors*-Platinum. TV-2 *Rawhide*-Gold Fever.

5325: TV-1 *Target-The Corruptors*-To Wear A Badge. TV-2 *Rawhide*-Child Woman.

5326: TV-1 *Target-The Corruptors*-One For The Road. TV-2 *Rawhide*-Woman's Place.

5327: TV-1 *Target-The Corruptors*-The Malignant Hearts. TV-2 *Rawhide*-Peddler.

5328: TV-1 *Target-The Corruptors*-Chase the Dragon. TV-2 *Rawhide*-Deserters' Patrol.

5329: TV-1 *Target-The Corruptors*-Touch of Evil. TV-2 *Rawhide*-Gentleman's Gentleman.

5330: TV-1 *Target-The Corruptors*-The Blind Goddess. TV-2 *Rawhide*-Woman Trap.

**Directive States Policy on Military Participation in Civil Rights Demonstrations**

A directive has been issued to all the armed services stating the Department of Defense policy with regard to participation of military personnel in civil rights demonstrations.

The directive states: "While Congress is considering legislation to end the injustices which originated these demonstrations, and this Department is implementing the recommendations of the President's Committee on Equal Opportunity in the Armed Forces relating to off-base discrimination, it is highly inappropriate and unnecessary for military personnel, with their special obligations of citizenship, to participate in these activities."

The directive points out that "the requirement for troop commanders to maintain order and discipline within their commands, so as to achieve maximum readiness for military operations, is necessarily paramount over the right of the individual to participate in non-military activities."

In accordance with this policy, military personnel may not under any circumstances participate in civil rights demonstrations:

- During hours when they are required to be present for duty.
- When they are in uniform.
- When they are on military reservations.
- When their activities constitute a breach of law and order.
- When violence is reasonably likely to result.

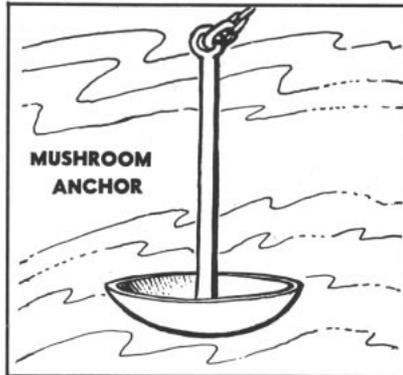
**Naval Personnel May Take Coast Guard Cadet Exams**

Navymen who want to try for a billet as Coast Guard cadet can do so next December when the annual competitive College Entrance Board examination is given for entry to the Coast Guard Academy at New London, Conn.

The tests are regularly administered in more than 2000 cities in the United States and overseas. If a regular testing station is not reasonably close to the applicant, one will be established.

Navymen wishing to apply for the examination should do so by writing to the College Entrance Examination

**Grains of Salt—**



Board, Box 592, Princeton, N. J. There is a \$13 fee charged by the company which administers the examination.

Navymen who are stationed in continental United States should make application for the College Entrance Examinations before 8 Nov 1963. Personnel outside CONUS should apply before 4 October.

Each applicant must take a scholastic aptitude test and a series of achievement tests.

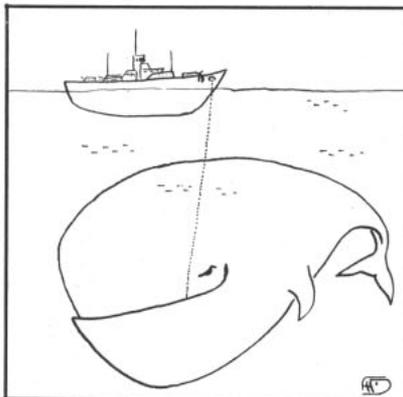
The College Entrance Examinations will be given on 7 Dec 1963.

To qualify for nomination to the Coast Guard Academy, an applicant must be at least 17 years old by 1 July of the year he is appointed but he should not have reached his 22nd birthday.

He must be a graduate of an accredited high school and never have been married.

He must have the following credits in high school or college. Each credit represents one year's work. USAFI courses are acceptable substitutes: Algebra 2, Plane Geometry 1, Eng-

**All-Navy Cartoon Contest  
Frederic W. Donour, Jr., PC3, USN**



"Whadaya mean, it won't come up!"

lish 3, optional credits 9.

Physically, an applicant must be at least five feet, four inches tall but not taller than six feet, six inches. He must have 20/30 vision correctible to 20/20 in each eye and otherwise be in excellent condition.

The Coast Guard Academy is a fully accredited educational institution operating under scholastic and military standards similar to the other service academies.

It provides the professional training for young men who are candidates for commissions and careers in the Coast Guard. Successful completion of the four-year course leads to a commission in the regular Coast Guard and a Bachelor of Science degree.

There are no congressional appointments made to the Academy and there are no limitations by geographical area. Appointments to cadetship are based on the candidate's competitive standing which is determined by averaging his scores on the December College Board Tests, together with his evaluation mark.

The evaluation mark is assigned by the Cadet Candidate Evaluation Board on the basis of a personal interview report, the applicant's educational and leadership background and the records submitted with his application.

The number of appointments to the Academy is determined solely by the needs of the service. No waiver of any requirement will be granted.

Commanding officers have been encouraged to grant Navymen leave to take the College Entrance Examination.

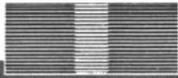
An enlisted Navyman will not be discharged from the Navy because he is appointed to the Coast Guard Academy. He will resume his enlisted status if he is separated from the Academy for reasons other than the acceptance of a commission.

Time served as a cadet will be counted toward the fulfillment of his enlistment contract.

A booklet describing the Coast Guard Academy and containing application blanks will be sent upon request to the Commandant (PTP-2), United States Coast Guard, Washington, 25, D. C.

Details were announced in BuPers Notice 1110, dated 6 Jun 1963.

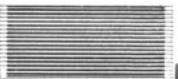
# DECORATIONS & CITATIONS



## DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ BEARDSLEY, George F. VADM, USN, for service as Chief of Naval Material from July 1960 to June 1963. Exercising sound judgment, keen foresight, and outstanding professional competence, VADM Beardsley has significantly improved the material effectiveness of the U. S. Navy by instituting many improvements in the areas of procurement, production, inspection, and supply management, resulting in inestimable savings to the government. Through his dynamic leadership, he has made important contributions to our national defense posture.



## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ GILMORE, Frank P., RADM, MC, USN, for service from 4 Oct 1956 to 1 Aug 1963 as Assistant Chief for Planning and Logistics in the Bureau of Medicine and Surgery. RADM Gilmore was responsible for achieving success in the replacement of many obsolescent Medical Department facilities; was instrumental in achieving greater effectiveness and economy in the financial management of major medical activities; and sponsored and initially guided the establishment of a program for conversion to data processing techniques in naval hospitals and in the Bureau of Medicine and Surgery.

★ Rosso, George A., RADM, CHC, USN, for outstanding services during the period June 1958 to June 1963 while serving as Chief of Chaplains, U. S. Navy. RADM Rosso has been eminently successful in administering the complex affairs of the Chaplain Corps throughout this period, maintaining excellent relations not only within the Navy but with the public and civilian clergy as well. Under his competent leadership, the religious education program for military dependents has been unified and greatly improved; religious coverage has been extended to small ships and

isolated units; a realistic chapel construction program has been instituted; and a highly successful program for utilizing the talents and services of dedicated laymen has been put into effect.

★ SCHANTZ, Curtiss W., RADM, DC, USN, for service from November 1958 to August 1963 as Assistant Chief, Bureau of Medicine and Surgery (Dentistry), and Chief of the Dental Division. In the field of education and training, RADM Schantz obtained accreditation of naval dental educational courses toward civilian graduate degrees; sponsored an extension education program; set up an ensign indoctrination course for future dental officers; and established an in-service training program for enlisted dental technicians. In the area of research and development, he directed improvements in the high-speed air turbine dental handpiece, enhancing the dental service to the Navy and Marine Corps.

## Gold Star in Lieu of Third Award

★ TYREE, David M., RADM, USN, for service during the period 14 Apr 1959 to 26 Nov 1962 as Commander Naval Support Force, Operation Deep Freeze. RADM Tyree, as senior U. S. representative, had the responsibility of insuring the success and safety of missions in Antarctica, and of fulfilling the objectives of the United States in this hazardous region. He accomplished important logistic and exploratory achievements, integrating into a single unit the outstanding services of members of the scientific community and our armed forces. Under his command, the first penetration of the Bellingshausen Sea was accomplished; nuclear power was introduced to Antarctica; the first adequate communications and air navigation aids were established; extensive photographic mapping of the continent was accomplished; and a pioneer trail was established between McMurdo Sound and the South Pole.



## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ PENNINGTON, Jackie L., FN, USN, for heroic conduct during the hours of darkness on the early morning of 7 Jan 1963, while serving on board *uss Coral Sea* (CVA 43), then berthed at the U. S.

Naval Air Station, North Island, San Diego, Calif. When a man fell from the bow of *uss Oriskany* (CVA 34), also berthed nearby, Pennington unhesitatingly jumped into icy and contaminated water, swam a distance of approximately 20 yards toward the victim, but was forced to return to the pier because of severe body cramps. Within moments he re-entered the water and swam about 30 yards, at which point he located and brought the drowning man back to the surface. Although twice forced under the water by the struggling and panic-stricken victim, Pennington managed to swim with him to the side of *Oriskany* and kept him afloat until the arrival of the ship's lifeboat.

★ RAINEY, Jimmie L., TM2, USN, for heroic conduct on the night of 9 Nov 1962 while serving on board *uss Volador* (SS 490), which was undergoing conversion at the San Francisco Naval Shipyard. When a fire broke out under the pier at which *Volador* was berthed, and spread rapidly out of control, Rainey manned the ship to get her underway. In the face of great danger, he scaled the staging around the ship's sail to throw burning planks overboard until he was forced to retreat because of the intense heat and smoke. Realizing that the bow of the vessel was made fast to the pier by a wire cable, he dashed into the heavy smoke and flames and succeeded in casting off number one line and the bow mooring wire. Through his prompt, courageous, and efficient actions, Rainey was greatly instrumental in enabling *Volador* to get underway in a minimum of time, and in preventing his ship from sustaining serious damage or possible destruction.



## AIR MEDAL

"Awarded for meritorious achievement in aerial flights . . ."

★ PETTY, Dale B., LT, USN (Copilot)  
★ MAIER, Frederick J., LTJG, USNR (Tactical Observer)  
★ LOWE, Larry T., LT, USN (Patrol Plane Commander)  
★ OLSONOSKI, Richard L., LT, USN (Navigator)

For meritorious achievement in aerial flight as crew members (Crew Four) of an aircraft in Patrol Squadron One during May and June 1962, in connection with operations in the Arctic Ocean area.

# Report from the Secretary

The occasion was the commissioning of a new destroyer. It was to be named after one of the Navy's heroes of World War II, Fleet Admiral William F. Halsey, Jr. The audience included Fleet Admiral Nimitz, officials, and the crew of the new ship.

In his address at the commissioning ceremonies at San Francisco, Calif., the Secretary of the Navy, the Honorable Fred Korth, paid tribute to the men and women of the Navy and Marine Corps. It was also an opportunity to review the period of more than a year and a half he has served as Secretary of the Navy. Following is an excerpt of his report.

**T**HIS IS A SIGNIFICANT OCCASION. I am delighted to be here with this distinguished company and with Admiral Nimitz who, along with Admiral Halsey, calls to the mind of every American the very finest image of the U. S. Navy in its greatest hour.

In World War I and World War II, and the years between, Admiral Nimitz and Admiral Halsey were instrumental in ensuring that our Navy was strong and capable. It seems to me completely fitting that this proud ship—the newest of her type—should bear the name of a great naval officer who has taken his rightful place in our Navy's and our nation's history.

Those of you who will proudly serve on her share my feeling and, I am confident, will add even more luster to the name, William F. Halsey.

**I**N THE MORE THAN EIGHTEEN MONTHS that I have been Secretary of our Navy, a somewhat curious thought has often crossed my mind. It seems to me that many Americans have a somewhat imperfect understanding

of seapower. The average American often asks the question, if not directly, then by implication:

"Why do we need the world's largest, the most modern, the *best* Navy?" In a very real sense, persons who ask that question are paying the Navy quite a compliment. They are taking for granted that we will always retain control of the seas.

It would seem that we in the Navy have sometimes experienced difficulty in making the answer plain. One simple answer might be that whenever anything has happened, or has threatened to happen, we have needed the Navy and used it promptly.

We did so in Korea in numerous ways—in attack, in support of forces ashore and as a lifeline. The carrierborne airpower of the Sixth Fleet has been used in the Mediterranean to bolster the southern flank of our NATO defenses. The actions of the Seventh Fleet in the Western Pacific have become legend.

All this is so obvious that many people are inclined to forget it, or take it for granted. *Perhaps we have somehow failed to make vivid to our contemporaries the real value of naval armament in the current world.* No doubt it is because the Navy is built around a rather more subtle, less understandable concept than our other arms.

- The Navy *is not* a weapon. It is, rather, a system, using any and all kinds of weapons and tactical methods to the one end of exploiting the strategic value of sea communications.

The function of our team is to exploit sea communications, so as to carry wars to our enemies, rather than allowing them to bring them to us, so as to endow the national strategy with the power and flexibility throughout the world which it could not otherwise enjoy.



# of the Navy

- The Navy *is not* a strategic or a tactical machine. It uses many weapons, many strategies, and many kinds of tactics to perform an over-all function. The performance of this function will not alone, of itself, win wars. But it will have a decisive effect on who wins them, how soon, how easily.

- Naval power, in all its aspects, *is a tremendous instrument of national power, useful in countless ways.* That is one reason why Americans so often fail to grasp its significance.

**S**EAPOWER was a critical factor in the foundation of our nation, and all our wars, without exception, have been amphibious in many important respects. It is also a fact that commerce over the oceans is vital, not only to our own economy, but of equally serious importance to our allies and to our potential enemies as well. Seapower has been our first, and almost an automatically chosen weapon whenever sudden emergencies have appeared on our threshold.

Because of this quiet assumption that all is well because of our Navy, it seems to me that it is worthwhile for us to make a periodic accounting of why our Navy is so vitally important. Some will say we need a Navy for one simple reason—to win a war.

But as we need naval power in wartime, we need it also in peacetime and in that neither-war, neither-peace area in which we now abide.

**A** NAVY IS CERTAINLY essential in war, both offensively and defensively. On the offensive side of the ledger, we are capable of carrying the fight to the soil of the enemy. We can make his land the battleground, We can



use the sea and, from it, apply force—both direct and indirect—against the enemy.

The highways of the ocean are our routes for retaliation, for invasion or for attack. In our ships we can transport the personnel of our land forces, their equipment and their supplies. The oceans enhance our capability for massive retaliation. Our Navy-Marine Corps team has superiority on the seas, and in the skies above them, when they make an amphibious assault or a vertical envelopment.

In the defensive view of the art of warfare, we see that our Navy is necessary to deny the use of the oceans to our enemies. By confining them to overland resources





in time of war, we strangle their industrial war-making potential. We make their task of fighting us just that much more difficult.

It is easy to recall that during World War II, if we had not retained control of the seas around the great peninsula that is actually Europe, our massive land forces could have been easily outflanked from either the north or the south. Our supply lines across the Atlantic could have been severed much too readily. Our own harbors and our coastal cities would have been prone to attack from the sea. Our Navy prevents these things. Conversely, our potential enemy today sees this same peninsula as he looks to the West. He knows that further expansion in that direction exposes his flanks to attack from the sea.

**I**T STANDS TO REASON that, as our Navy is vital in time of war, it is also essential in time of peace. We don't have time to build a Navy and train personnel after hostilities begin. Our Navy is important in time of peace in so many ways—other than preparing for war—while we seek to maintain the peace.

The Navy contributes to our nation's progress. It protects our interests at home and abroad. It implements national policy, for the Navy is capable of presenting visible evidence to our friends that our support is real,



that our determination is firm, and that we are ready to come to their aid when called upon.

This particular strength of our Navy has been demonstrated in Lebanon, off the shores of the Dominican Republic, off our own southern shores last fall, and continuously in the waters lapping the shores of southeast Asia. The "show of the flag" gives new hope and adds great fervor to the hearts and minds of those who view it.

The explosion of the world's population has caused an expansion at the rate of about 50 million people per year. Such an increase necessitates a great exchange of raw materials and industrial products between nations, the greater portion of which must be transported by ships across the sea lanes of the world.

The ability to use the seas for these purposes and for all commerce will depend upon freedom of the seas in peace and control of the seas in time of war.

Each year over a trillion tons of cargo is moved by ship. Increased development of air transport will not materially reduce the need for surface transportation. As a matter of fact, the heavy demands for fuel and operational maintenance for aircraft put greatly increased demands on seaborne transport. The main reliance for transport of aircraft fuels, spare parts, and bulk cargoes will still be on surface ships of our Navy and our merchant marine.

**I**N THE THIRD AREA, the cold war, the Navy is a deterrent to the outbreak of general war. With our carrier forces, our *Polaris* submarines and guided missile ships and our nuclear surface ships, we demonstrate to the enemy our power to strike, to retaliate, to defend.

Our seapower gives the maximum freedom of choice to the President and provides the ultimate in economy of force. When it is deemed prudent to apply force, he has a maximum of selectivity as to amount and type.

The presence of our naval strength permits the kind of choice that obviates any attempt at blackmailing techniques by another nation. Our control of the seas actually can halt the spread of Communism, and without complicating policy decisions on foreign aid. The mobility of our forces on the oceans of the world provides for swift disengagements without leaving costly investments behind.

It is a fact of life that the present economic potential of Cuba is practically nil because of our control of the seas. We are able to monitor the shipping lanes to her ports. Should it be determined that a stringent curtailment is the proper course, our Navy will be the tool for the implementation of that program.

As you may readily determine, I am firmly convinced that a strong, flexible, alert Navy is deeply vital to the future freedom of our nation and, in fact, of the world.

The Communist bloc must necessarily move in a direction with which they are unfamiliar, if they are to do any further expansion. They will be unable to increase their holdings without the use of the seas, which would bring them into direct contact with our naval forces. The example off our southeastern coast, in the Atlantic, last fall proved their unwillingness to do this.

**T**O RESIST THE CHALLENGES of the future, we must continue to maintain strong, balanced seapower.

- We need our mobile islands like *Enterprise*, *Kitty Hawk* and our other great carriers with their aircraft.

• We need underwater craft capable of unleashing tremendous nuclear power should our potential enemies decide upon national suicide.

• We need our cruiser and destroyer forces with their great flexibility and capability of rapid movement to any potential troubled area. It is essential that they provide air defense, antisubmarine protection, and gunfire support for amphibious operations.

• And finally, but by no means least of all, we need our Navy-Marine Corps team, unique in history, because of its mobility, its versatility, its readiness, and its ability to engage in all forms of warfare on land, on sea, and in the air. It is a force, unprecedented in the history of warfare, for use in the interest of our security.

No nation today possesses the capability that is ours. It is an area in which the United States is clearly superior. We must continue to exploit this tremendous advantage in the years to come.

**N**AVY AND MARINE CORPS men and women are dedicated, motivated—they are convinced of the importance of the role of the Navy-Marine Corps team in American national interests.

It is my firm belief that these services must be retained in their individual state and by no means allowed to be assimilated into any mixture that could be less efficient.

It is likewise my belief that civilian leadership of all our military departments must be continued. It is a part of our nation's welfare that has been handed down as a part of our heritage by those who drafted our Constitution. It is a vital situation that cannot—and must not—be minimized.

In the past eighteen months, it has been my experience that those senior Naval and Marine officers with whom I come in contact almost daily, would have this relationship in no other manner. They subscribe wholeheartedly to the premise.

**I**T IS ALSO MANDATORY that our military leaders not be relegated to any role of lesser importance, but must be shown the respect, the loyalty that is their rightful due. They are the operational commanders. They are the professional experts. In my own department, this



has always been the case and will continue to be. I know that the other service secretaries, as well as the Secretary of Defense, share this feeling.

The roads to be followed by the leaders, both civilian and military, are parallel at all times, and ultimately merge and arrive at the same destination. Neither can guide the destinies of hundreds of thousands of people and disburse billions of dollars annually without the assistance and counsel of the other. Those in mufti have the politico-economical experience and background that is vital in the international scene of today. Those in uniform, whether it be blue, green or khaki, have the experience and technical skills in matters military and naval, without which our nation would long ago have lost her stature in the community of nations of the world.

I urge that all of us recall that the basic principle still remains the same.

He who controls the sea and the air above, controls the destinies of the world. If we lose that control, we lose all.

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# TAFFRAIL TALK

SAILORS ON SEA DUTY become accustomed to hearing whistles, horns, pipes, bells, hammering, clamoring, and all sorts of din. Each noise precipitates an automatic reaction.

Now there is a new "noise" for those operating in WESTPAC to get used to. It originates on *USS Mount Baker* (AE 4), and is heard each day the ship engages in underway replenishment. It is first heard during early morning preparation for at-sea transfer. The ship's bos'n pipes attention, and over the IMC blares the word, "The following is a test of the ship's calliope."

And then: "Skwee . . . skawaaa . . . skwee-e-e . . ."

This odd bit of melody originates from a 43-note calliope—probably more familiar to you as a circus or merry-go-round piano. The man at the keyboard is Lyle A. McGuire, BT3, USN, who ingeniously assembled the calliope from various parts he acquired.

It is the only known calliope in the Fleet, and provides a musical background for *Mount Baker's* underway replenishment operations. When larger ships come alongside for rearming, they often have their bands playing during the operation. Now, *Mount Baker* is able to return the kindness with McGuire's one-man band effort. Included in his repertoire are such favorites as *Anniversary Waltz*, *Daisy* and *East Side, West Side*.

McGuire had a childhood desire to own one of the unusual instruments. He managed to collect various parts over a period of time, beginning with a set of brass air whistles which date back to about 1920. Then, after designing a complex of valves and procuring an ivory keyboard from an old parlor organ, he built his calliope in 1958.

It was only after completion that he started learning to play it for, he observed "Why have it just sitting around?"

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Some people say, and we are more than inclined to agree, that bureaucracy, with its official lingo, is for the birds. As evidence, we offer this gem forwarded by NAVCOMSTA, San Francisco:

Paragraph M.1 of a Navy publication designated N. Eng. 25A (Rev. 1-1-25) published by what was in those days the Bureau of Engineering, and discovered in the carefully preserved files at Mare Island, contained the following:

"The purpose of Pigeon Section (M) of N.Eng.25A is primarily to record and describe within that section the strictly pigeon communication facilities and associated pigeon features of the unit (if any), and (if a pigeon station) to exemplify the general aspects of the unit as a pigeon communication station of the Naval Communication Service, as from the date of the initial establishment of the station to the date of its possible ultimate abandonment. Section (M) contains questions regarding pigeon training, breeding, feeding, etc., including resume of outstanding pigeon performance."

Unfortunately for posterity, Mare Island went out of the pigeon business in 1904.

Incidentally, in our research on our feathered friends, we have failed to come up with any other information on Navy rated pigeons. Perhaps some of you may have something to add on the subject.

*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

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USS *Picking* (DD 685), underway off  
Oahu, Hawaii, claims a Navy 'first' after  
being named winner of the Engineering Ex-  
cellence award for the sixth time in as  
many competitive cycles. ➤





**for**

**LIBERTY** in a

**FREE WORLD**

**...oldest tradition in the Navy**

**...part of every Navyman's job**