

# ALL HANDS★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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FEBRUARY 1964





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THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1964

Nav-Pers-O

NUMBER 565

VICE ADMIRAL W. R. SMEDBERG III, USN

The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN

The Deputy Chief of Naval Personnel

CAPTAIN JOHN W. HIGGINS, Jr., USN

Assistant Chief for Morale Services

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John A. Oudine, **Editor**

**Associate Editors**

G. Vern Blasdell, **News**

Jerry Wolff, **Research**

Don Addor, **Layout & Art**

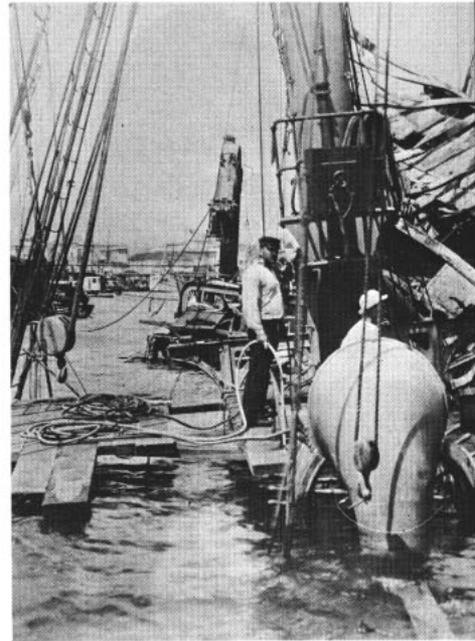
French Crawford Smith, **Reserve**

• **FRONT COVER: HE'S COVERED**—The Navyman shown on this month's cover of ALL HANDS is First Class Personnelman James T. Rabbitt, USN, currently on duty in the Bureau of Naval Personnel. Photo by Walter Seewald

• **AT LEFT: PLANE LOADED**—The attack aircraft carrier USS Ranger (CVA 61), her flight deck "decorated" by members of her crew and a variety of aircraft, prepares to enter port at Pearl Harbor, Hawaii.

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NAVY RELIEF SOCIETY offered emergency funds to evacuees from Cuba and (rt.) families of sailors lost aboard *Maine*

# Six Decades of Good

**T**HE WAR WITH Spain was of recent memory and the year 1904 was only 23 days old when a group of men and women, all prominent in their day, met in Washington, D. C., to incorporate a society.

The purpose of their organization was: "aiding indigent widows and orphans of personnel of the United States Navy and Marine Corps."

The name of the organization was to become well known. Paragraph one of the certificate of incorporation

stated it was The Navy Relief Society.

The founders were Navymen, Navy wives or persons who were otherwise interested in the Navy. Perhaps the most popular figure among them was Admiral George Dewey, the hero of Manila Bay. The admiral was an early president of the Society and served in that capacity until his death in 1917.

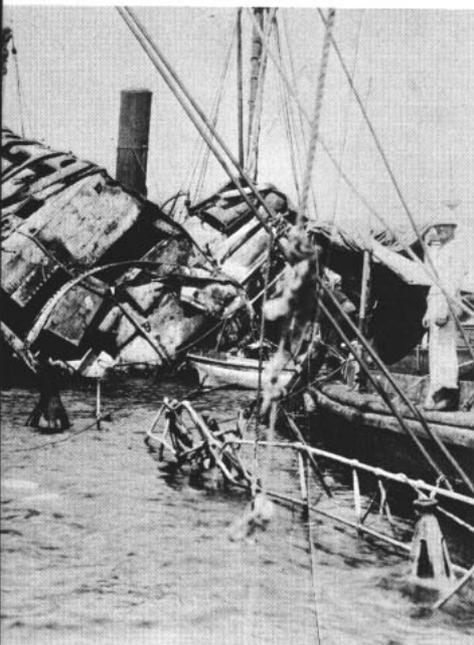
The organization had tough sledding for a time. Its members con-

tributed \$25.00 when they joined the Society and made annual contributions thereafter. Although the sum of \$25.00 doesn't seem to be a sizable bit of money in the year 1964, it had an impressive buying power in 1904.

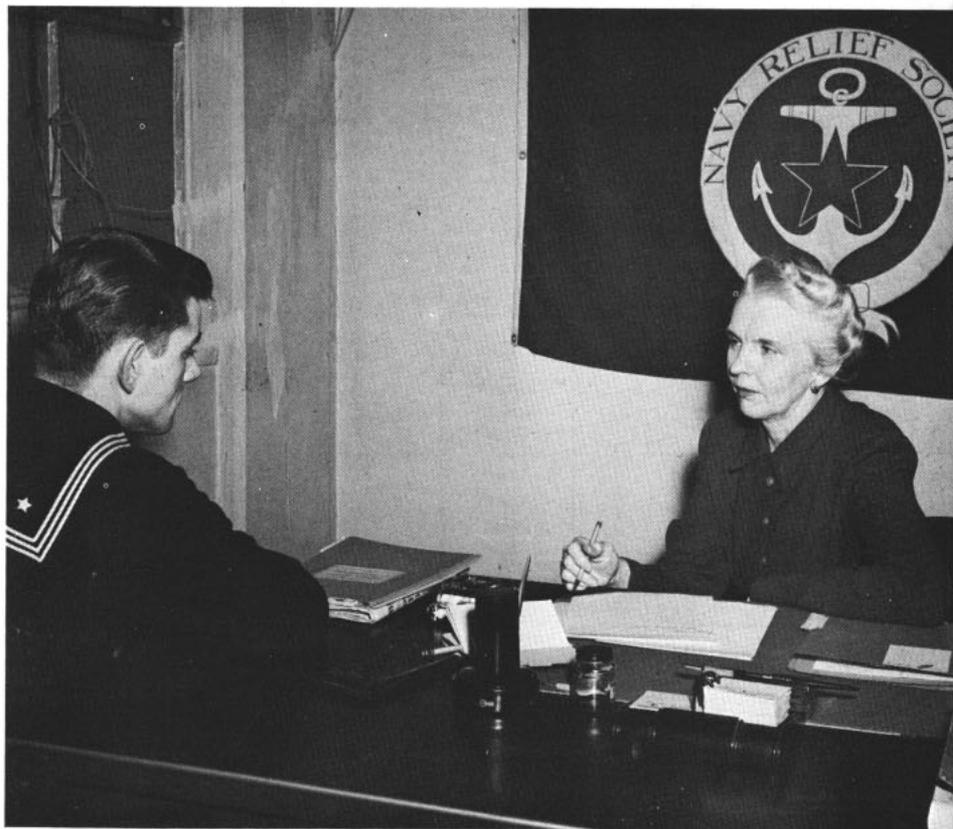
For many years, the Society received a portion of the gate receipts of the Army-Navy football games. This source of revenue became a major portion of the Society's income and Admiral Dewey com-

HELP FOR NAVY families is at hand via Navy Relief Society whether emergency is at home or abroad.





KIN of *Maine* dead received money.



A GOOD FRIEND — Navyman visits Navy Relief Society officer for help.

# Deeds

mented in a letter dated 1 Jan 1910 that the cancellation of the previous year's game at Philadelphia deprived the Navy relief fund of about \$7000 in revenue. He also mentioned generous contributions from the Fleet in the amount of \$2000 and asked for membership subscriptions to help keep the Society afloat.

**T**HIS WAS AN ERA in which anyone who was down on his luck was down indeed. The Society's files of aid given to Navymen and their families in the years preceding World War I record hardships that are difficult for most people to conceive today.

It was an era of rugged individualism in which the public at large gave very little thought to municipal care for the unfortunate. Benefits for veterans and their families were virtually non-existent and rights and benefits such as today's Navy offers its men and their families were few and far between before World War I.

One of the Society's first opportunities to alleviate the hardships of Navy families came a few weeks after its incorporation with a disbursement of \$1695 to the families of those Navymen who died when the battleship *Maine* was destroyed in Havana Harbor shortly before.

FEBRUARY 1964



EARLY BACKERS—Mrs. Higginson was first president, then ADM Dewey carried on until 1917. Below: Caruso gave a benefit performance at end of WW I.





IN NEED—NRS nurse makes WW II call. Rt: NAS Corpus Christi holds festival and beauty contest to raise funds.

Later the Society disbursed its money to provide pensions for Navy widows and orphans. Many were sent to schools to learn an occupation which would make them self-supporting. For those who needed a helping hand temporarily, the Society bought food for the hungry and fuel for cooking and for warmth.

**A**S TIME PASSED, the Society's needs for money increased and the sailors in the Fleet became more active in what had been more or less an exclusive group of contributors to provide funds for the Relief Society.

Navy Day carnivals were given to which admission was charged and at which ships were dressed and illuminated.

The paying customers were taken aboard ships and shown methods of Navy messing and berthing; how hammocks and seabags were stowed; how food was prepared and dishes were washed in the galley; and how the incapacitated were cared for in the sickbay.

Gun crews drilled and there were exhibitions which included street riot drills, wall scaling and sham battles.

At one carnival, there were four bands which provided a continuous flow of music all day and, at night, the carnival scene was lighted with searchlights and lanterns.

World War I increased the demands made upon the Navy Relief Society, and it responded to the needs of Navymen's families as it

had done after the Spanish-American War. By this time, however, the Society's financial capabilities were vastly improved for handling emergencies.

**S**INCE WORLD WAR I, benefits for Navymen and their families have been increasing and the nation has become more conscious of its debt to the men who fight to preserve its liberties in time of war.

However, Navymen, like everyone else, still have emergencies which are unforeseen and for which they are consequently unprepared.

Unfortunately, despite the benefits for which the law and the Navy

provide, there are still cases of hardship, for example, when a Navy father dies without providing for his survivors as perhaps he should have.

In 1907, the Navy Relief Society began receiving reports of Navymen who died. It still receives such reports concerning both active duty and retired Navymen. After a Navy death becomes known, the Society contacts the widow to offer its assistance.

An outstanding example of the Society's prompt aid to widows and orphans occurred in 1923 when 11 destroyers were wrecked in a stormy, fog-shrouded sea off Honda at what is now the Naval Missile Facility at

## Here Are Some of the Ways the Navy Relief

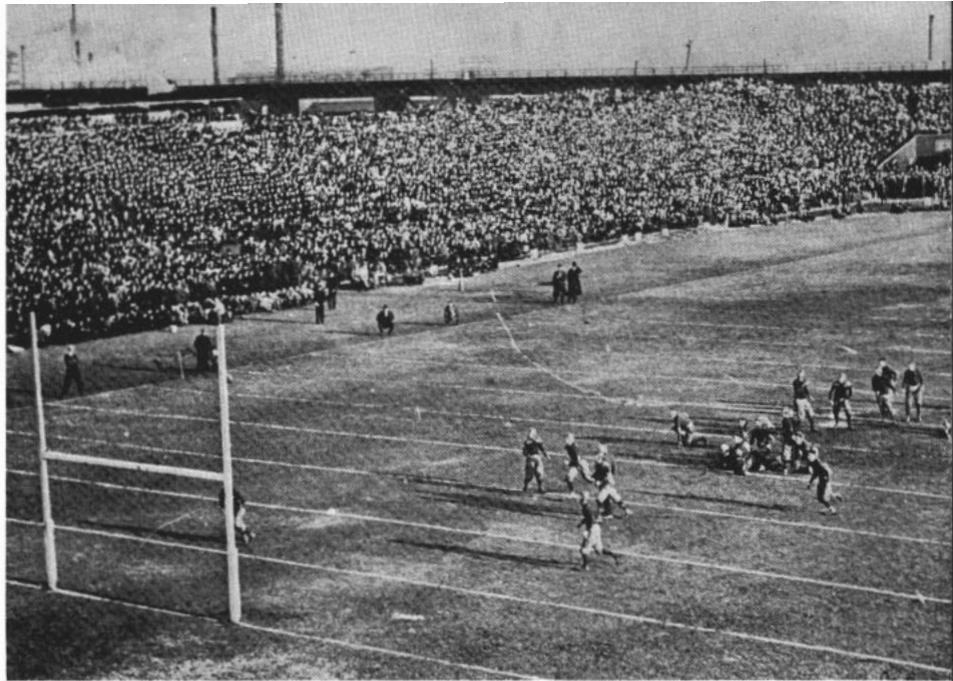
For Navymen who aren't quite sure what kind of situation merits the Navy Relief Society's aid, here are a few instances under which financial assistance may be granted:

- Where a man has lost his life and his widow, minor children or dependent parents need help in obtaining basic necessities before government benefits begin. The Society also assists the widow to obtain transportation to return to her family or it pays for vocational training to make her self-supporting.

- The Navy Relief Society will help keep a deceased Navyman's children in elementary or secondary public schools if their education might otherwise be curtailed because of their father's death. Sometimes provisions can be made for special training of handicapped children.

- The Society also helps meet emergency non-recurring expenses such as medical care, funeral expenses or, at times, even basic maintenance until government benefits have been received.

- The Society also helps retired Navymen and their dependents to pay maintenance expenses when their dependency allotment has been delayed and in other emergency situations which leave families temporarily stranded financially. Aim is to get them back on their feet.



FOR THE CAUSE — Early Army-Navy football games were a big source of income. This one was held back in 1911.

Point Arguello, Calif.

Thousands of dollars were raised by the people of San Diego and other nearby communities and turned over to the Navy Relief Society for disbursement.

Immediately after the disaster, the Society, without waiting for additional funds, had ascertained the financial conditions of the dependents of those who died in the disaster and was able to distribute the funds equitably.

**T**HERE HAVE BEEN numerous instances in which the Society has helped the families of Navymen who have gone to sea without making allotments for their families. Some-

times allotments have been made but not received. The Society has stepped in with cash to keep wives and children afloat until money started coming in again.

These, of course, are only a few examples of the Society's assistance. The annual reports of the Navy Relief Society for the past 60 years are replete with instances in which Navymen and their families have been given assistance ranging from moral support to substantial interest-free financial assistance to help them over the rough road to self-sufficiency.

It is difficult for Navymen to be located where the Navy Relief So-

ciety does not have a representative within shouting distance. It has had auxiliaries from Constantinople (begun in 1923) to the China Station in the days when these faraway places were far away indeed.

When the Navy-leased base in Constantinople was suddenly closed in the twenties, 166 Turkish wives of Navymen were left stranded when their husbands were unexpectedly ordered from Turkey.

The Navy Relief Society loaned them money with which to travel to the United States to rejoin their husbands and arrangements were made by the Red Cross for special steamship rates. It wasn't long before the families were together again.

Throughout the years, supporting the activities of the Navy Relief Society has been a favorite cause of many people from the Commander-in-Chief to the lowest-ranking Navymen. Even the great tenor voice of Enrico Caruso supported Navy Relief in a program in New York's Hippodrome at the end of World War I when the Society's responsibilities were especially great.

It might be said for Mr. Caruso and the others who participated in the program that night that more than \$33,000 was realized.

In 1904, the Navy Relief Society was first incorporated for a period of one thousand years. This was later changed to "in perpetuity." The Navy Relief Society will be around for a long time to lend a helping hand to Navymen and their families when they need it.

—Bob Neil

## Society Can Assist You and Your Dependents

The Society also lends (without interest) or grants money for these:

- Funeral expenses of dependents up to \$400.
- Travel in special cases involving critical illness or death.
- Hospitalization for an active duty Navyman's dependents in cases where government facilities are not available or in which they cannot be utilized.

In addition to monetary relief, the Society also is ready to help with the services of a Navy Relief nurse; with transportation problems; securing housing; obtaining information about dependency allowances, pensions and government insurance; communicating with Navy personnel about community resources such as help for retarded or crippled children, the blind or the deaf.

Although these are instances which make up the bulk of the Navy Relief Society's work, they are by no means the only instances under which a Navyman can turn to the Society for help.

Navymen in trouble can rest assured that their problems will be considered sympathetically by the Navy Relief Society and that an attempt will be made to resolve them on the side of liberality rather than parsimony. For the location of Navy Relief Society activities, see p. 54.

# Command Ship—A New

**N**EWLY CONVERTED USS *Wright* (CC 2) is a combatant ship, yet she is not designed to sink, chase, find, follow or even scare the enemy. Although she is as large as a light cruiser her armament is limited to four 40-mm guns—less firepower than carried by an icebreaker.

*Wright* represents a relatively new idea in modern warfare: the command ship concept. From her decks, joint command staffs can control task force and fleet operations anywhere in the world. She carries the most extensive communications facilities ever installed aboard ship, and can handle as many messages as a major shore facility.

The ship has little need, and less space, for guns. *Wright* will be protected by the aircraft and guns of the task force with which she operates.

Until recently the idea of an unarmed flagship was absurd. In fact, the fleet commander usually embarked in the biggest, most powerful ship under his control. According to theory, the task force commander could best lead his group into battle

from the bridge of the most heavily armed ship. This is no longer so.

**E**ARLY AMPHIBIOUS ASSAULTS during World War II gave birth to the command ship concept. Task force commanders, controlling landings on heavily defended beachheads, found coordination limited by the communications facilities at their disposal.

Unfortunately, the problem could not be solved by simply adding communications equipment. Space was not available for both heavy gun batteries and the needed electronics gear; something had to go.

The British were the first to take the step. In 1942 they converted a merchant ship to an amphibious headquarters command ship. The mission of this ship was communication and coordination. Its main battery—radio. One year later the U. S. Navy launched its first amphibious command ship.

Amphibious communications ships were widely used during the remainder of the war, but the command ship concept was not applied to other

Fleet operations until 1953. During that year, sparked by the success of the amphibious ships, USS *Northampton* (CC 1) was launched with the most extensive communications equipment ever put to sea at that time. Even *Northampton*, however, carried guns. Her armament consisted of four 5-inch and eight 3-inch guns.

**T**HERE IS LITTLE SIMILARITY between *Northampton* and the more recently converted *Wright*. *Northampton* does not look radically different from other, more conventional Navy ships, except for her large number of antennas. But *Wright* is a different matter. One of the weirdest-looking ships in commission, her antenna masts, which protrude from the flight deck, make her identification easy from any angle or distance.

*Wright* retains her wooden flight deck, renamed the antenna deck. Two fiber glass antennas stand over 150 feet above the center of this deck, while three slightly smaller antennas line the port side opposite the island. Whip antennas, used in local

**TAKING COMMAND**—USS *Wright* (CC 2), converted from a WW II carrier, still has some flight deck left for copters.



# Concept

communication, extend outward from the edge of the flight deck.

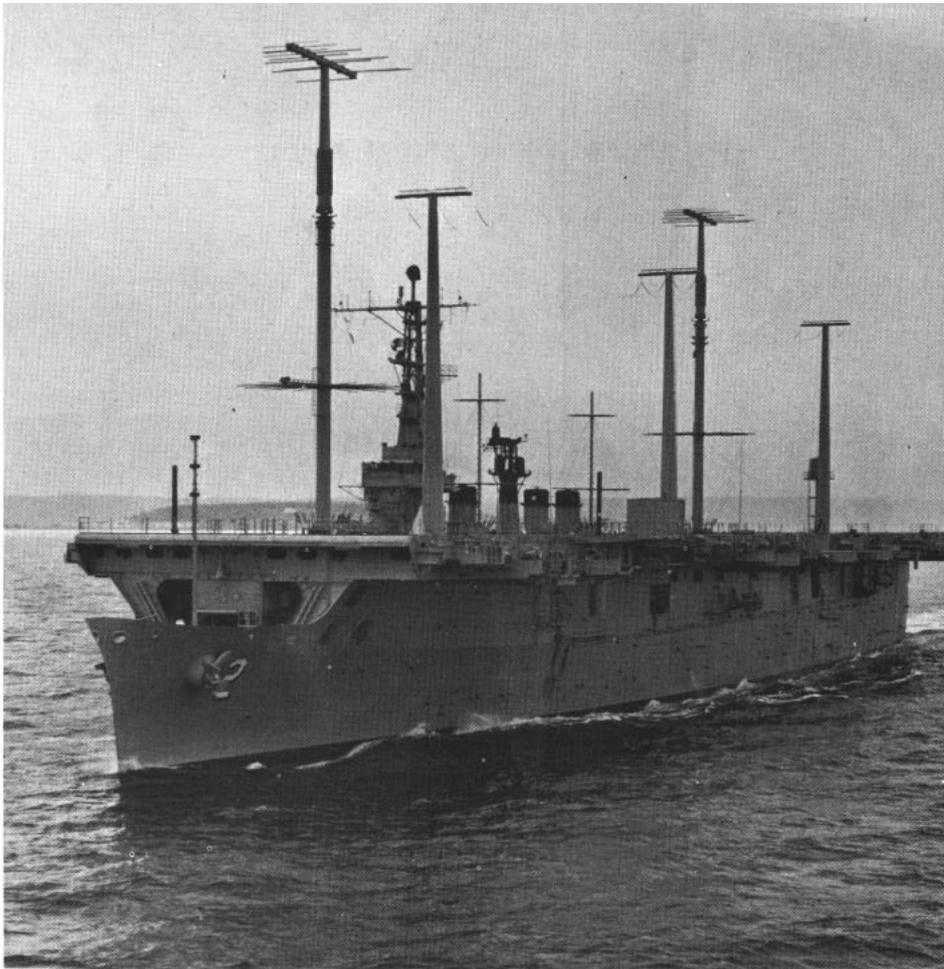
The communications ship has not completely abandoned the airdale Navy, however. The after third of her flight deck is free of antennas, and is used to launch and recover helicopters. The ship can carry up to three helos.

Below decks, command spaces are not different from those used ashore. One entire wall is devoted to large status boards and maps which are mounted on tracks and may be quickly rolled into view. There are compartments for war operations, plotting, emergency action, briefs and theatre presentations. An entire room is devoted to the ship's teletype printers. Each printer can record incoming messages at 100 words per minute.

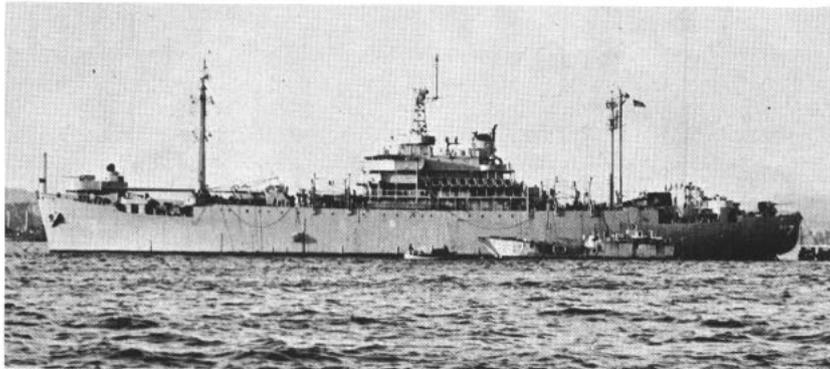
*Wright* was converted on the West Coast, but is expected to join the Atlantic fleet sometime before Christmas of this year.

*Saipan*, *Wright's* sister ship, is presently being converted on the Gulf Coast and will become CC 3.

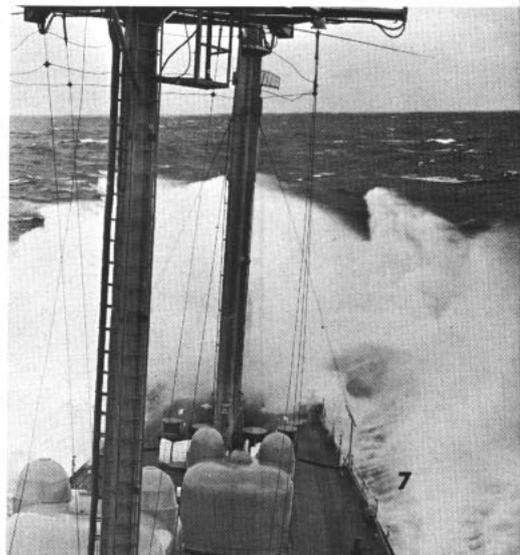
**WRIGHT** has only four 40-mm guns.

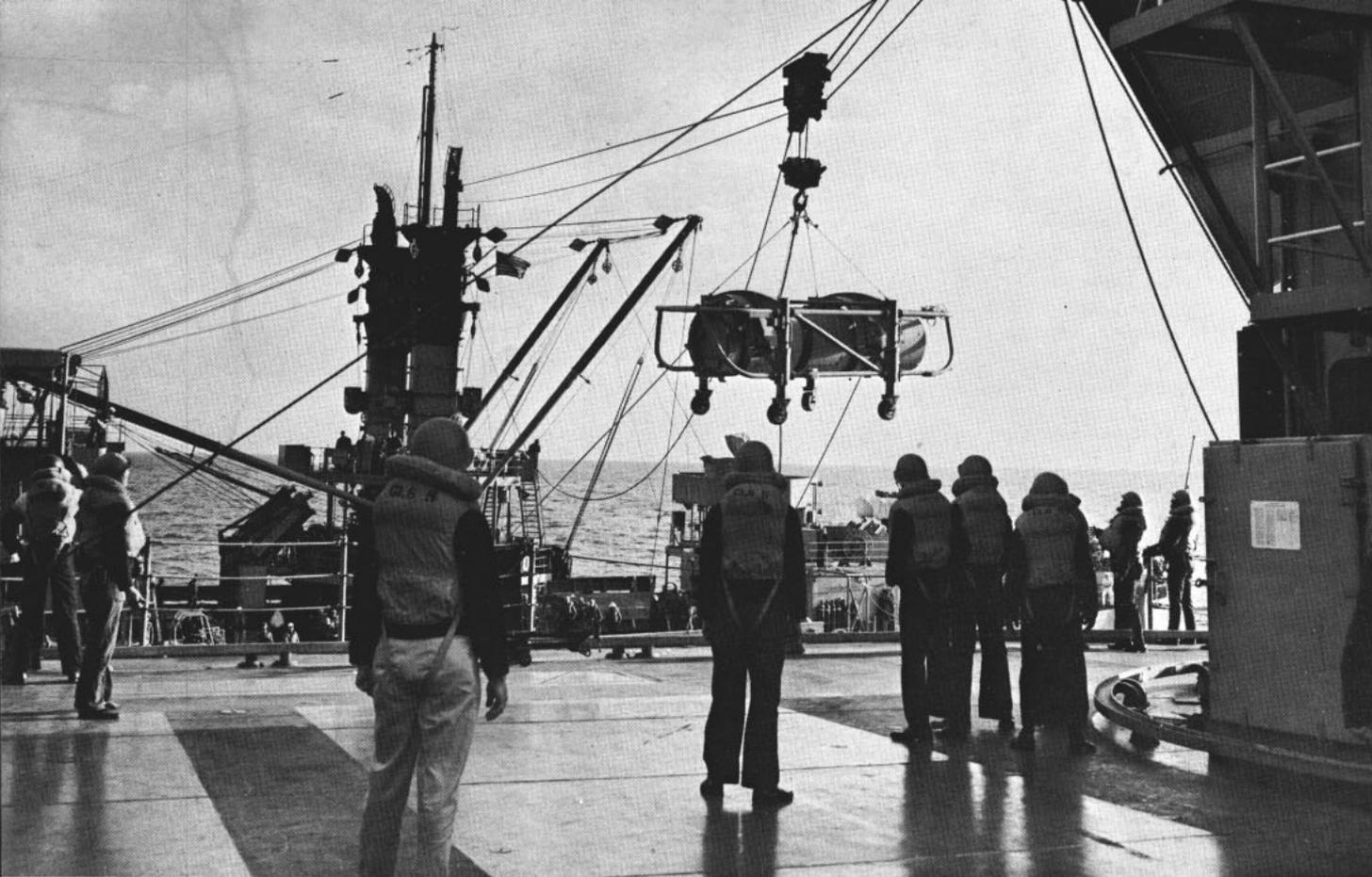


**UNIQUE ONE**—Deck studded with antennas gives *Wright* an unusual appearance. Below: AGC of WW II was the beginning of the command ship concept.



**FLAG PLOT** and forward antenna of *USS Northampton* are shown below.





TAKING ON TALOS—PacFleet AE highlines Talos missile to USS Oklahoma City (CLG 5) during replenishment at sea.

# Pass the Ammunition

**A**NY SCHOOL KID can tell you it isn't smart to play around with live ammunition. Men in the Navy's ammunition ships couldn't agree more. They never play around with it; they handle it with care.

Navy AEs carry any and all types of ammunition, weapons and guided missiles. They also have plenty of power equipment available for transferring their cargoes to Fleet ships

that can deliver it on to the enemy.

The lethal cargoes of ammunition ships are lifted from scrupulously clean holds on hydraulic and electric elevators through hatches which open and close hydraulically.

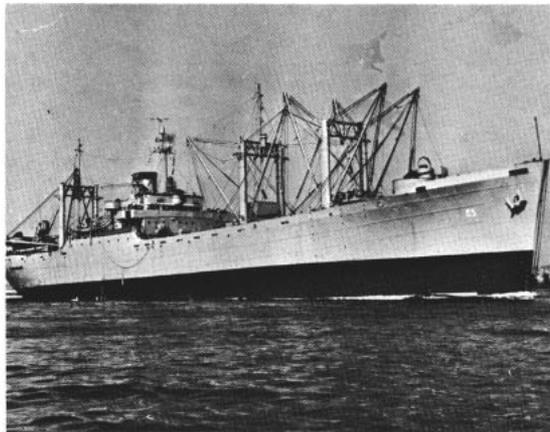
Electric fork lifts and dollies are used for hauling both ammunition and the ship's provisions while cargo is stored by nylon web belts combined with aluminum stanchions.

About the only time AEs are found in port is when they themselves are being replenished. At other times, they are at sea where they can transfer ammunition to fighting ships at the rate of over 100 tons an hour.

Needless to say, AEs must have some rather special gear to accomplish this and it isn't difficult to find. One look at the deck of an AE will show the observer that six large king-

USS Haleakala (AE 25)

USS Rainier (AE 5)





USS Mauna Kea (AE 22)



USS Firedrake (AE 14)

posts frame a spiderweb of steel wires and manila lines.

In each kingpost there is a counterweight tensioning highline trolley device known to AE men simply as the CWT. It consists essentially of large weights mounted like elevators inside each of the kingposts. The weights keep the transfer line taut between the AE and the receiving ship by compensating for the roll of each ship.

The CWT is usually needed because AEs can't wait for ideal conditions to make their transfers. An AE deployed for five months in the western Pacific, for example, usually must steam more than 30,000 miles to conduct alongside operations with more than 50 ships.

AE men never forget their cargo is safe only as long as they remember it is dangerous. The design of the

AE also respects cargo safety. The 512-foot ships are built in sections, each separated from the others by heavy steel bulkheads to limit any possible disaster.

A news commentator might term the presence of an AE an explosive situation — an opinion apparently shared by port captains, for ammunition ships usually occupy the last anchorage to seaward.

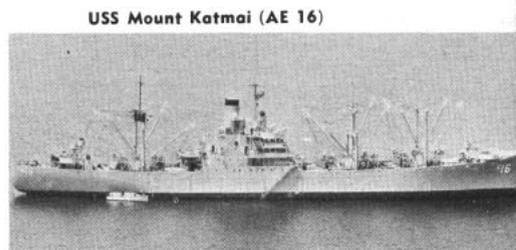
AE men aren't perturbed that their ships are considered potential hazards. The way they figure it, every combat vessel carries explosives, and the safety conscious crews of the Navy's ammunition ships are better equipped to handle them.

Regardless of their apparent safety, AE crews will probably continue to go ashore via the liberty boat instead of stepping down the brow.

—Gerald R. Boling, JO1, USN



USS Pyro (AE 24)



USS Mount Katmai (AE 16)



USS Vesuvius (AE 15)



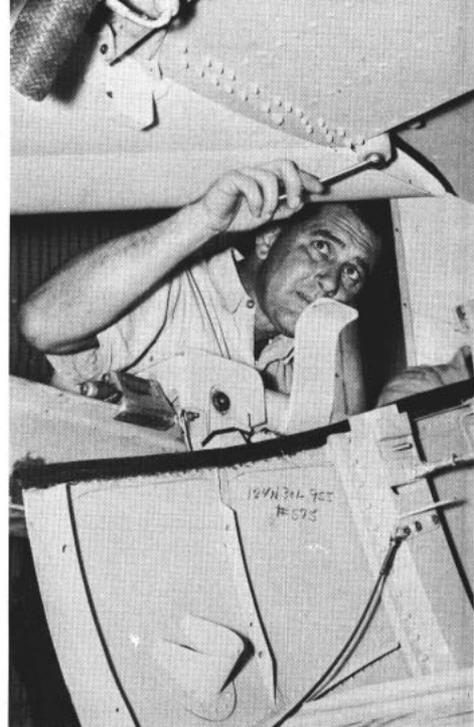
USS Paricutin (AE 18)



USS Mount Baker (AE 4)



OFF SHE GOES—Navy Q2C drone target takes off from pad with the assist of JATO. Below: Subject of Utron Five studies were these new drone targets.



AT WORK—AMS1 assembles Q2C.

## UTRON

**B**Y THE SUMMER of 1963 the Navy-men of Utility Squadron Five (Detachment Bravo) had become past masters at the art of flying and fixing the KDA drone target aircraft. For several years they had flown the pilotless aircraft from Naha, Okinawa, over the antiaircraft guns of the Seventh Fleet, fished them out of the water, decontaminated and put them together again.

And then, in July Utron Five ground crews found their experience with the KDA just about worthless. The Navy had decided the KDAs were obsolete and had replaced them with the Q2C drone. The Q2C was newer, better, more sophisticated—in short, extremely different.

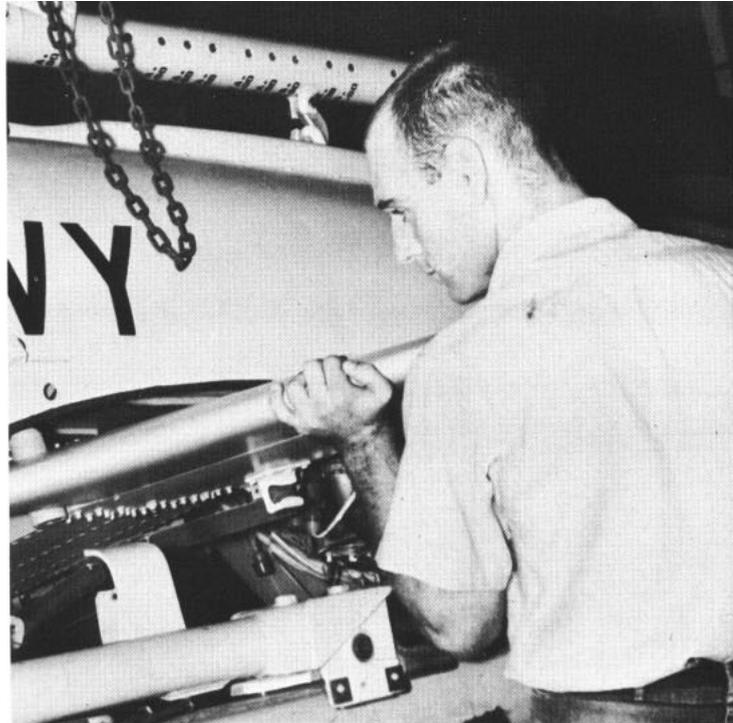
So the ground crews abandoned their tool boxes, picked up their books and went back to school.

The first four weeks of the school consisted of classroom study. Four officers enrolled in the target supervisor and remote control course, which taught them to fly the drone from the ground. A major portion of this course dealt with general knowledge of the target aircraft.

The six direct controllers were instructed on how to start the drones, monitor them, and make sure all systems are "go" before the launch.

**A**N AIRFRAMES and engine mechanic's course was taken by 11 men.

**ALL HANDS**



IN TRAINING—Navymen of Utility Squadron Five at Okinawa learn maintenance procedures for the new drone.

## FIVE STAYS ON TARGET

It covered the details of the new drone's engine and hydraulic system, for which they would be responsible once the new aircraft began to fly. In addition to normal maintenance these men disassemble, decontaminate and reassemble the drones after they are recovered from the ocean.

The 11 men also learned to perform weight and balance checks on the drone and to mount it on the ground launch rails. They were taught to align the jet assisted take off (JATO) bottles which lift the aircraft off the launching rails, adding a thrust of 11,000 lbs. Special attention was paid to the JATO phase of training—a mistake of .006 of an inch in alignment of the bottles may cause a 15 degree roll when the aircraft is launched.

Instrumentation technicians were taught to monitor the drone's flight from the ground. They learned to use the instruments which tell the drone's air speed, engine speed and altitude while the target is in the air.

**T**WO RADAR augmentation technicians learned to operate the traveling wave tube (TWT) amplifier, one of the Q2C's new features. Controlled by the two men the TWT can simulate, on the radar screen, any target size desired.

The most detailed course taught during the training period involved

the operation of the test equipment, especially the basic systems console.

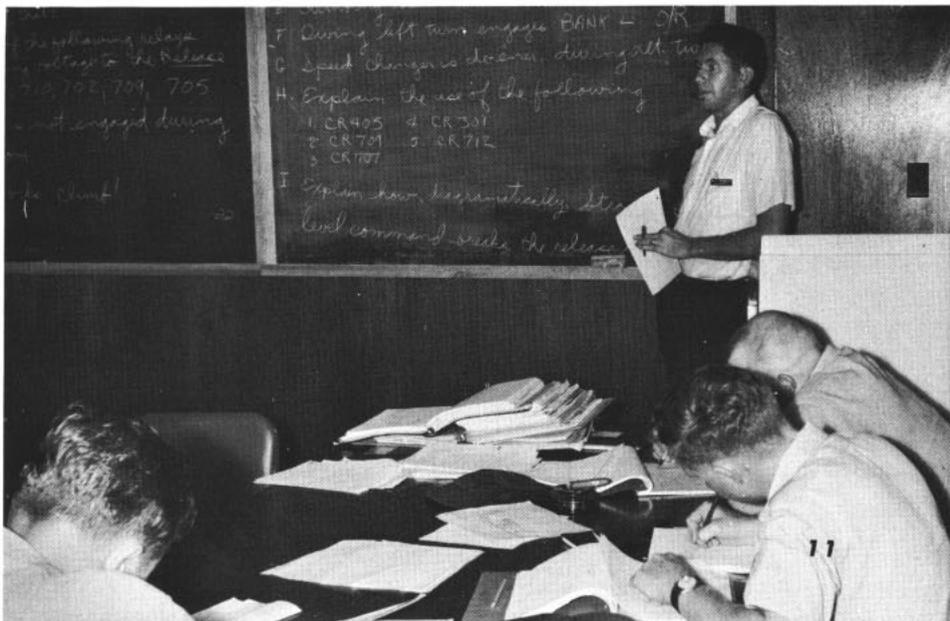
This console, when connected to the drone, provides electrical inputs and reads the outputs of the target's electrical system. It can test anything on the target aircraft under almost every conceivable flight condition, while the drone remains on the ground. The console carries automation to its logical conclusion—before testing the aircraft, it tests itself.

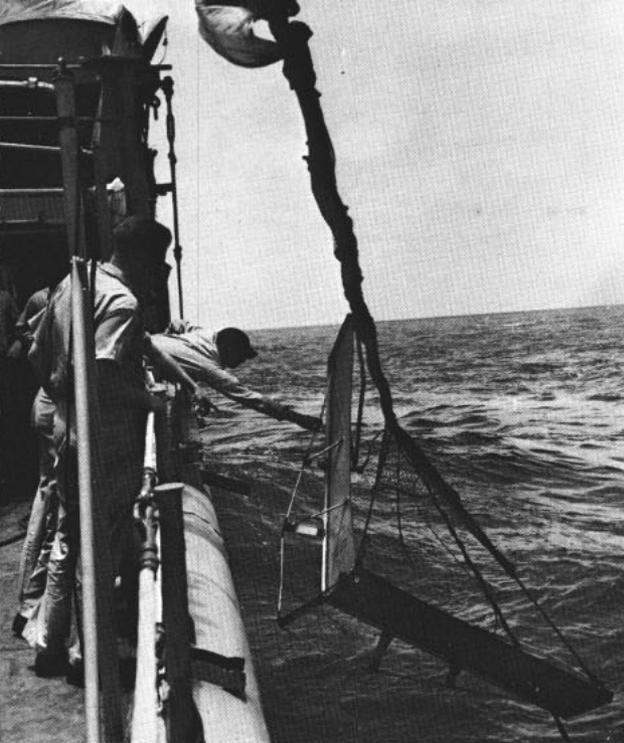
After spending four weeks in the classroom the VU-5 Navymen again went to work with their tools as they began the practical phase of

instruction. Under guidance of the instructors they began actually working on the drone. For a month they disassembled, put together and again disassembled the engine and airframe until they had the whole system down pat. This period finished their training and they launched their first Q2C drone.

The instructors packed their gear and prepared to return to San Diego. Utron Five began full operation and, after eight weeks, Seventh Fleet gunners again have targets at which to shoot—until the Q2C becomes obsolete. —Bill Lawrence, JO2, USN.

BOOK LEARNING—Target men receive the word on the operation of the Q2C.





DEEP WATER trawl is lowered over side of USS *Rehoboth* (AGS 50). (Rt.) The surveying ship cruises in western Pacific.

# Mobile Science Lab

SCIENTISTS who probe the oceans for information only the sea can provide are getting a big assist from USS *Rehoboth* (AGS 50).

Operating out of Pearl Harbor, the oceanographic research ship is contributing much toward a thorough scientific study of Pacific waters.

At present *Rehoboth* is gathering information concerning the physical and chemical properties of sea water, the characteristics of underlying sediments, the life which the sea

contains, and its overlying air masses.

During her oceanographic surveys, *Rehoboth* collects and examines water samples taken from depths as great as 3000 feet.

Physical observations are made to determine such characteristics as pressure, temperature, and salinity of water at various depths. This helps determine the varying speeds of sound through water.

The water is analyzed to determine its chemical constituents. The

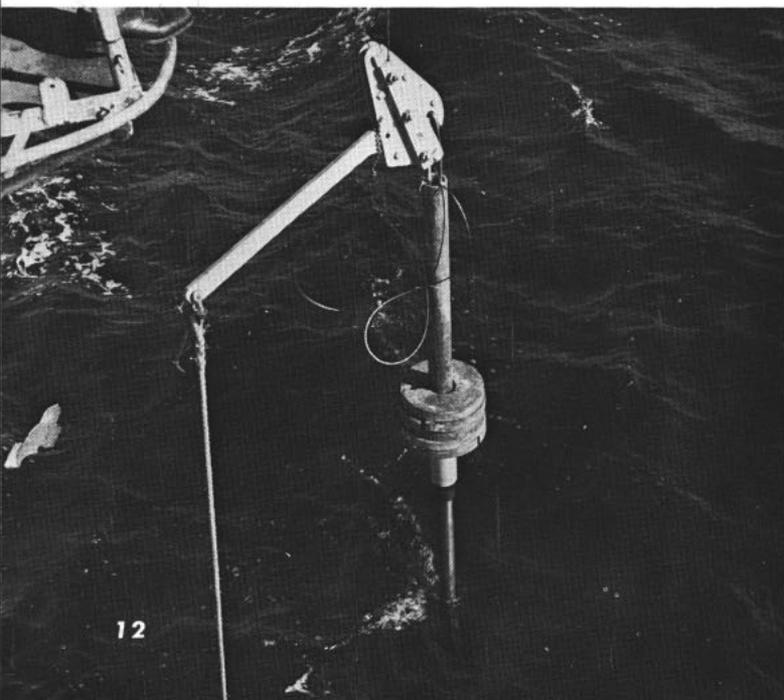
amount of salt is measured, an important step in determination of density.

Occasionally *Rehoboth* is called upon to collect samples of marine life of various sizes at various depths. Cone-shaped nylon or silk nets are used to bring up plant and animal life suspended in the water.

Geological studies of the ocean's bottom help determine the type and age of sediments, and organisms.

The ship uses clamshell-like buck-

CORER DEVICE is lowered into the ocean. (Rt.) Weather balloon is released from *Rehoboth* off coast of Japan.



ets (called grab samplers) and corers, which are long pipes driven into the sediment, to bring samples to the surface for study.

Information concerning the structure of the bottom sediment is obtained with the help of a deep-sea camera. The ship's photo lab can process film and produce prints or transparencies for immediate use in analysis.

*Rehoboth* also collects meteorological data which she provides for Fleet Weather Centrals throughout the Pacific. Each hour, each day, the ship sends two weather balloons up for atmospheric observations.

**W**HILE carrying out her oceanographic data collecting, *Rehoboth* has visited some of the remotest parts of the Pacific. She normally operates independently.

*Rehoboth* has worked along the Aleutian Chain, and in waters near Kamchatka and Sakhalin, USSR.

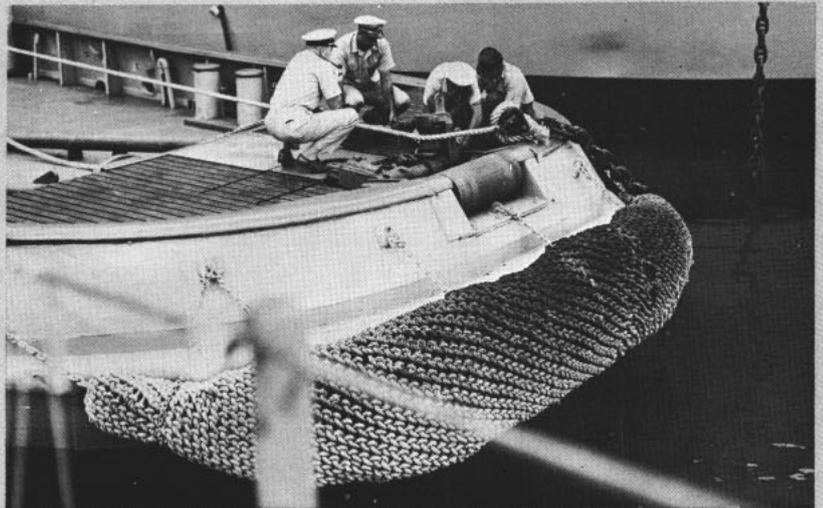
Last November she visited Nakhodka, Siberia.

Occasionally, *Rehoboth's* crew has a "first" to boast about. The ship has discovered mountains as high as 8000 feet under the sea. She has traced the Gulf Stream for hundreds of miles and, on several occasions, has held the records for the deepest photographs ever taken, and the deepest anchoring ever accomplished.

*Rehoboth* is an ex-seaplane tender converted for special oceanographic research work. She measures approximately 310 feet in length, 41 feet across the beam, and displaces approximately 1695 tons. The ship is operated by Commander, Service Force Pacific, and comes under the technical control of the Commander, United States Naval Oceanographic Office.

She is unarmed. Her weapons were removed during conversion to make room for special survey equipment and laboratory space. She does, however, have plenty of manpower. Her complement is 12 officers and 157 enlisted men, including aerographer's mates, sonarmen and draftsmen.

As many as 10 civilian scientists also work full time on board *Rehoboth*, rounding out a staff of Navy and civilian scientists who know what to look for in the sea, and who can scientifically analyze what they find. —Norman Worra, JO2,



THE HOOK-UP — Towing lines are shackled to bridle of barracks ship.

## No Job Too Tough for Samoset

Although Navy tugs are usually the beginning and end of most Fleet operations, they are frequently called upon to maneuver much less spectacular charges than Fleet ships.

Getting a barracks ship out of New Orleans to Newport News, Va., is a case in point. The ship *APL 53* had been nudged and towed out of New Orleans' busy Industrial Canal by harbor tugs to a berth alongside *USS Samoset* (ATF 190).

*Samoset's* crew inspected the *APL's* heavy chain bridle to make sure both ends were secured to each side of the barracks ship's bow. The bridle was then pulled onto the tug's fantail and shackled to the heavy wire towing lines.

The lines were double checked to make certain the tow couldn't break loose at sea and, with one long and two short blasts of her whistle,

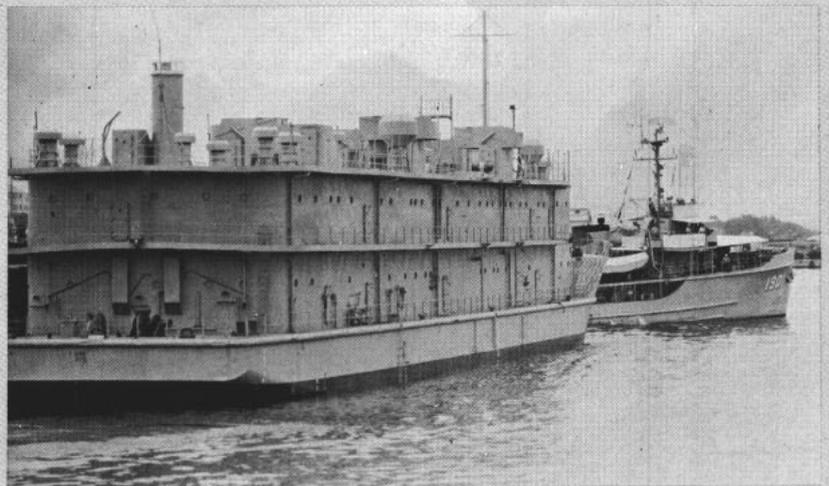
*Samoset* cast off, maneuvering the *APL* slowly into the mid-stream of the Mississippi.

When she was clear of the pier, *Samoset* dropped the lines holding her alongside the *APL* and, using the river current and her engines, eased slowly astern, completing a 180-degree turn to a position directly ahead of her tow ready to take a strain.

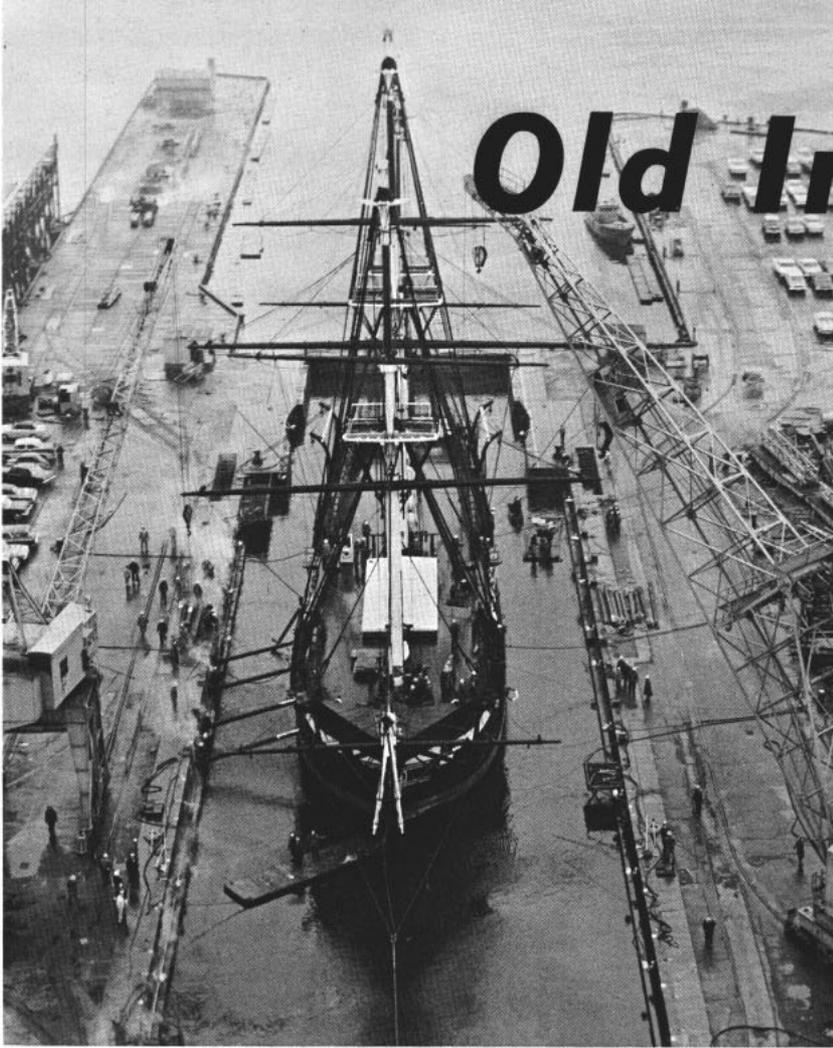
*Samoset's* crew took care not to entangle the towing lines and the bridle as the tug eased forward until the tow line became taut. She then made her way down stream through the channel to the Gulf of Mexico.

*Samoset* arrived six days later at Newport News with her barracks ship in tow—the end of the first leg of the *APL's* trip overseas where it will house *Polaris* missile technicians.

—E. S. Pope, JO2, USN.



BIG TOW AFT — *Samoset* gets in position to begin her long journey.



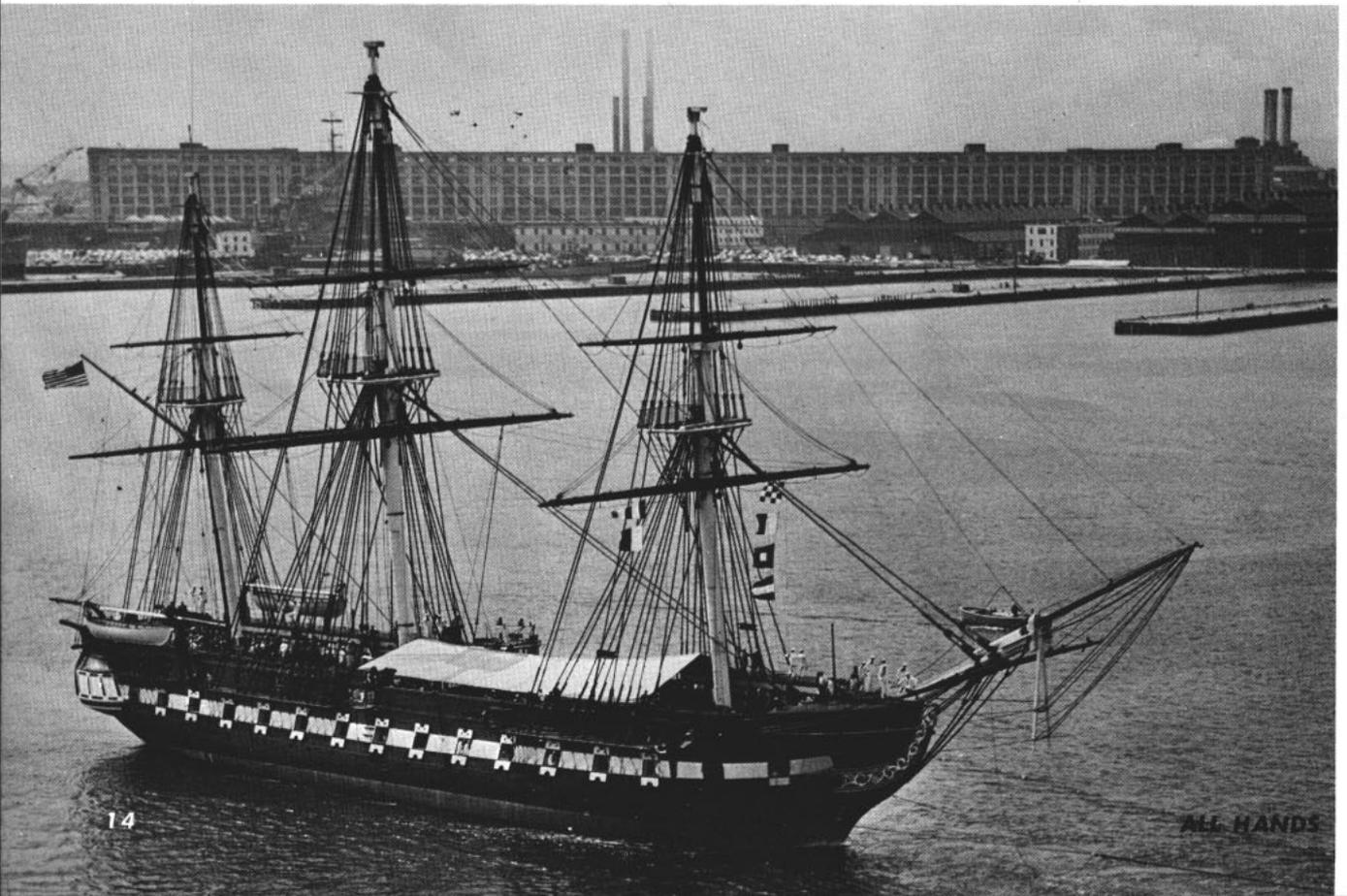
# Old Ironsides

**O**LD IRONSIDES lies at her pier in Boston under the shadow of the Bunker Hill monument and a mile from where she was launched 167 years ago. Now a floating museum that attracts half a million tourists a year, to Bostonians she is an heirloom of early New England, as well as a sacred piece of Massachusetts real estate. But to the 45 Navymen who are her crew, she is their ship.

USS *Constitution* (IX 21) is the Navy's oldest commissioned ship afloat. She fought the French in 1798, the Barbary pirates in 1804 and the British in the War of 1812. In all her battles, she never knew defeat.

Boston's pride in the frigate is well founded. *Constitution* was built there in 1797. Her birthplace, now the site of the Boston Coast Guard Station, is across the harbor from her permanent berth at the Naval Shipyard. Bostonian Paul Revere furnished much of *Constitution's* copper and composition hardware. In his foundry were produced the bolts, rods and

ANNUAL CRUISE — *Ironsides* is towed into harbor to change position. Above: She enters dry dock for overhaul.



# Sails Again

other fastenings, plus the copper sheathing for her bottom.

When her fighting days were over in 1823, *Constitution* was returned to Boston. Although most of her timbers were sound, her planking and decks were badly decayed. She was pronounced unseaworthy in 1830 and the Navy Department decided she should be sold or scrapped.

In protest against the decision a young Bostonian, Oliver Wendell Holmes, wrote a poem called "Old Ironsides." The poem was published in newspapers across the country and precipitated such a public outcry that *Constitution's* death warrant was quickly withdrawn and funds were appropriated for her restoration.

For the 32 years that *Old Ironsides* was a fighting ship, her crew of 475 officers and men were recruited primarily in Boston. Today, her crew may come from any of the Navy recruiting stations across the nation.

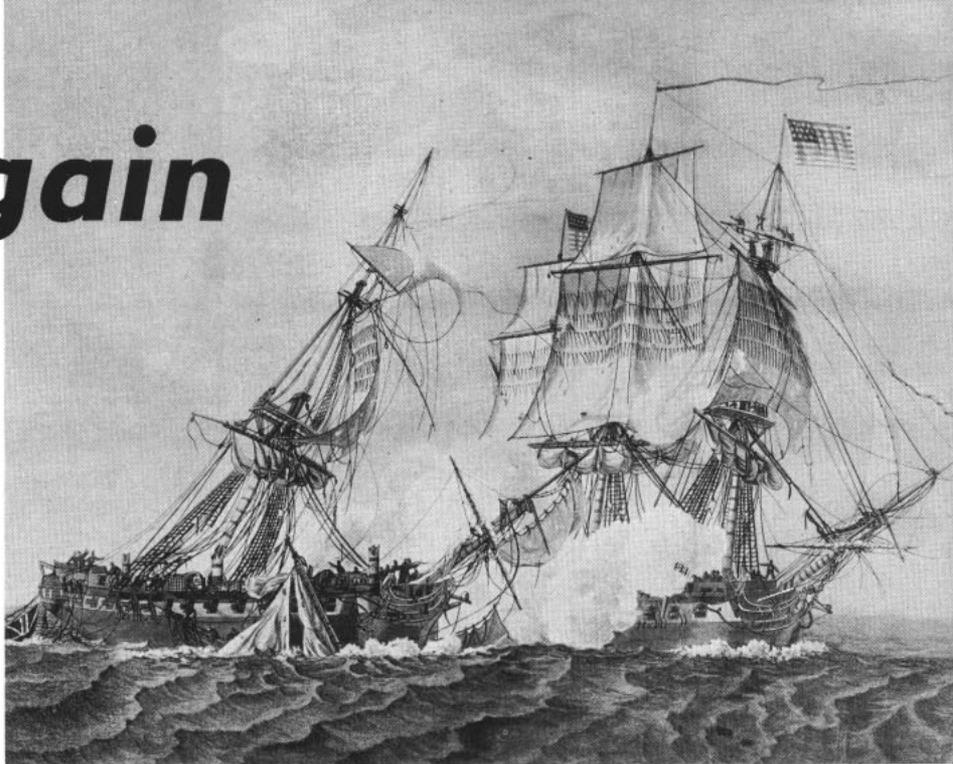
**D**UTY ABOARD IX 21 is similar to that in any Naval ship, except that it is not considered sea duty. Assignment opportunities are limited, since there are billets for only certain rates and ratings.

A lieutenant junior grade is the commanding officer, and the executive officer is a chief boatswain's mate. Other ratings currently represented are quartermaster, damage controlman, storekeeper, yeoman and personnelman.

Non-rated men come to *Constitution* directly from the Naval Training Center at Great Lakes. Before assignment they go through a rigid selection process, and only the best men are considered. A special type of sailor is required to discuss the history of the ship with the visitors who come aboard.

*Constitution* is normally open to the public seven days a week the year around. In December, however, *Old Ironsides* went into drydock for major restoration, the first since 1930. Until 28 Mar 1964, she will be open only on week-ends and national holidays.

The summer months are usually the busiest for *Old Ironsides* sailors. According to the Greater Boston



DAYS OF GLORY — Painting shows *Constitution* defeating *Guerriere* in 1812.

Chamber of Commerce, the ship is a major attraction which draws tourists to New England from all over the country. On summer weekends 4000 visitors daily is not uncommon. On Armed Forces Day last year some 8000 visitors toured the historic old frigate.

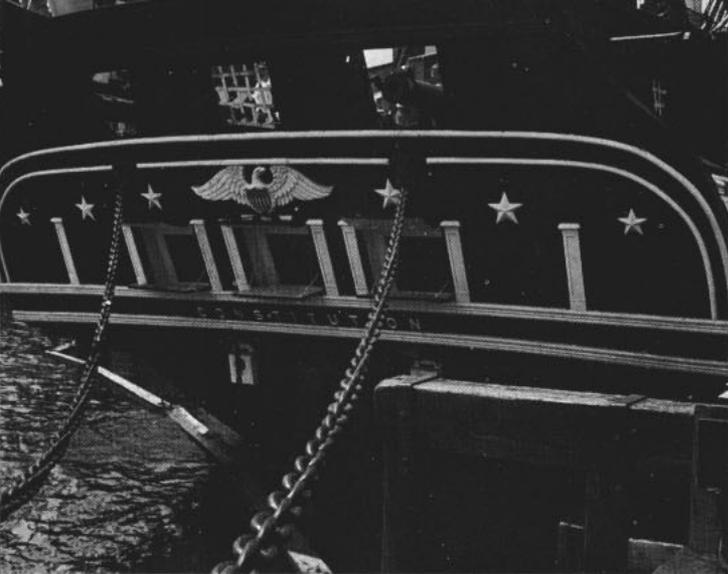
During visiting hours the duty section is spread throughout the ship to assist the visitors and answer questions. Their presence also discourages souvenir hunters who would like

to take part of the historic frigate home with them.

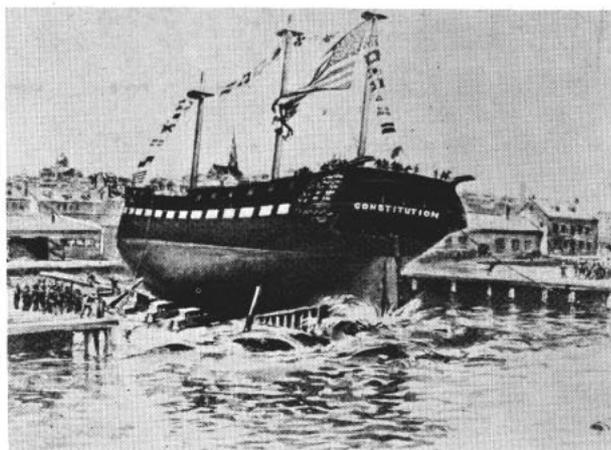
**I**N ONE RESPECT, life aboard *Constitution* has not changed in 167 years: There is still brass to be shined and decks to be swabbed. The working day begins early and, when the gates open at 0930, the ship is sparkling and ready for visitors. When visiting hours begin the crew put aside their dungarees and cleaning gear to assume their dual role

MODERN TOUCH — Part of the present-day crew musters on historic deck.





LOOKING SHARP — Crew of Constitution keeps her looking 4.0. Rt: Old painting shows launching in 1797.

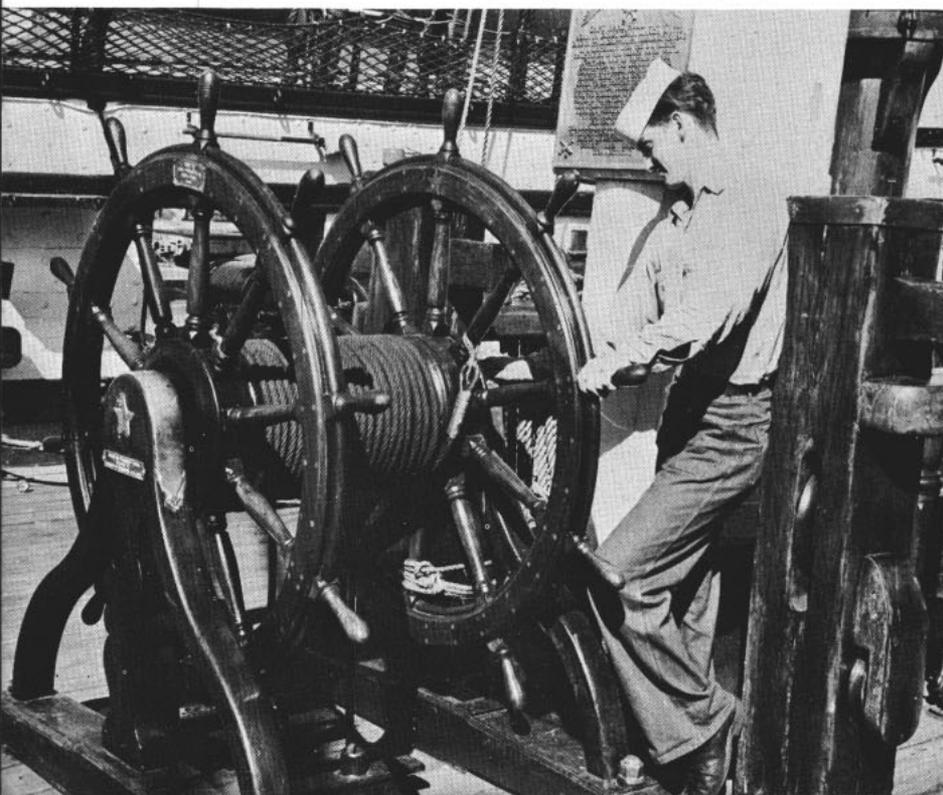


of curators and tour guides.

When visiting secures at 1630 the duty section musters beneath the towering masts, which once held aloft 47,000 square feet of sail. The men remain on board overnight and stand the necessary watches.

The only area of the ship which has been modernized is the third deck, which is closed to the public. Once a storage area for bread, water and gunpowder, it is now the crew's working spaces and quarters. Although their predecessors slept in hammocks, *Constitution* Navy men today have metal bunks, showers and other conveniences usually available aboard ship. Even electric blowers have been added for their comfort.

ON DECK — Crew member shines brightwork aboard the historic frigate.



Once a year the old three-master gets underway. This is the annual turn-around cruise which involves pushing her out into the harbor and repositioning her at the pier so that her hull, masts and rigging will weather evenly on both sides.

The four-hour cruise usually occurs during the first week in June. Except for the restoration period, this is the only day that the national monument is closed. However, it is a big day for the crew of *Old Ironsides*, flagship for the Commandant First Naval District, and for the Navy in Boston.

The crew point with pride to the fighting record of their 36-gun

frigate. Looking back over her list of victories, it is difficult to believe that she was once thought to be a jinx ship.

**A**LTHOUGH HER fighting period was not jinxed, her construction days may have been. In 1795, when *Constitution* and her five sister ships were midway in their construction, Congress halted work because they believed the frigates would not be needed. But two years later, when the British and French fleets were harassing our merchant seamen on the high seas, Congress authorized funds to resume construction.

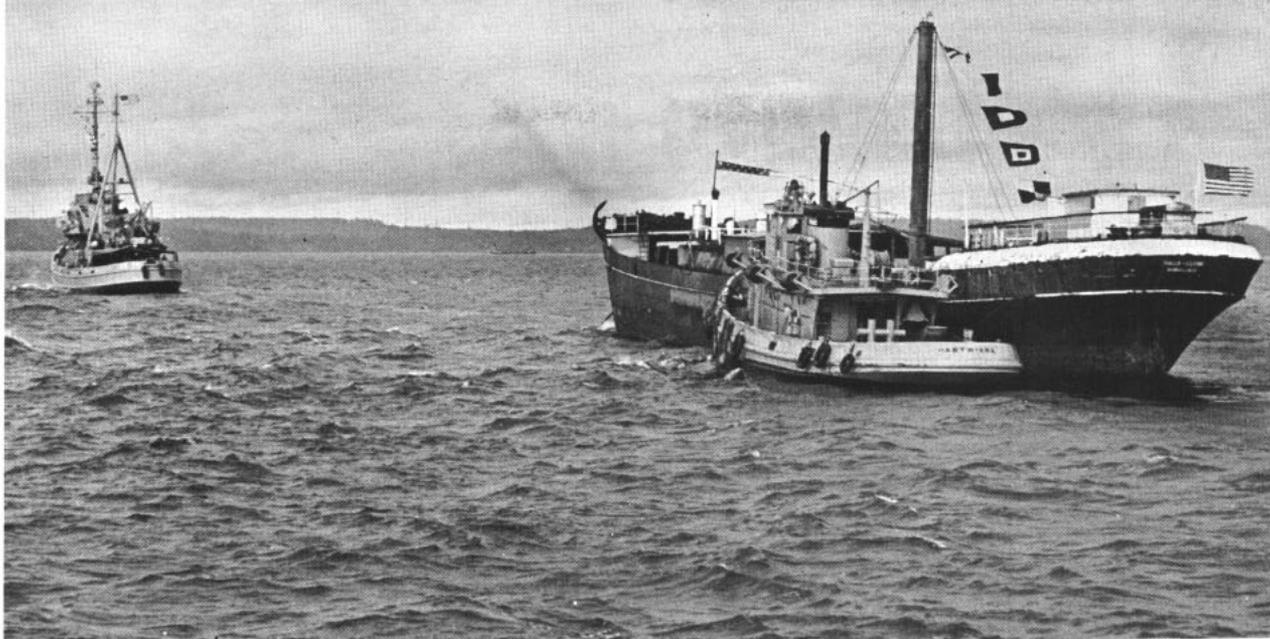
In September 1797 she was ready for launching. A large crowd of dignitaries gathered for the event. But when it came time for the 1576-ton *Constitution* to slide into Boston Harbor as the third member of the country's new Fleet, she would not budge from her ways. Force was applied, but she reluctantly moved only 25 feet before coming to a dead stop. The spectators went home leaving the hardluck frigate still high and dry.

Two days later she gained another 30 feet, and was finally launched on 21 October 1797.

From that day on, *Constitution* and her small company of men grew as a symbol of American courage and patriotic service. Her victories brought dignity to an infant nation and won for its Navy the admiration of the world's great powers. *Old Ironsides* soon taught America that its destiny depended upon victory or defeat on the oceans which washed its shores.

—Lt. Bill Graves, USN

**ALL HANDS**



TO SEA — USS *Mactobi* (ATF 105) leaves with *Falls of Clyde* in tow. Below: *Mactobi* moves in for hookup.

## Bark's Last Journey

**T**HE FLEET OCEAN tug USS *Mactobi* (ATF 105) has towed one of the last remnants of the sailing age from Seattle to Hawaii. Under her stern was the dismantled 300-foot bark *Falls of Clyde*, destined to become a floating museum in Honolulu.

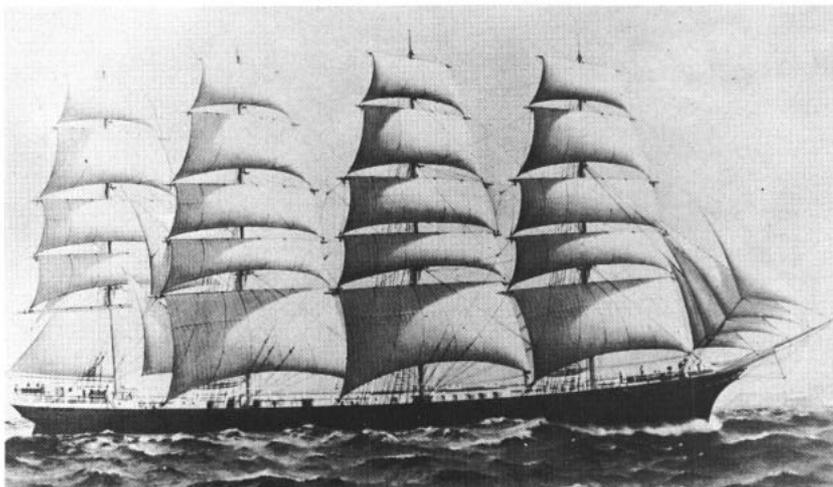
*Falls of Clyde* often sailed between the West Coast and Honolulu, carrying as much as 19,000 barrels of oil to the islands in her iron hull and returning with molasses. She was dismantled in 1926 to serve as a floating fuel depot until 1959.

Contributions from Hawaii met the ship's purchase price, saving her from being sunk as a breakwater near Vancouver.

But, though she was reprieved, *Falls of Clyde* was 2700 miles from Hawaii, without engines or sails. After hearing of the problem, the Navy offered the services of a fleet ocean tug. It took *Mactobi* about 20 days to reach Honolulu, where restoration began under the supervision of LCDR Warren Okkersee.



IN HER DAY — *Falls of Clyde* looked like this at turn of century. Rt: Her anchor is secured to mossy deck.



# A Tour With New Zealand's



WHEN A peripatetic American thinks of New Zealand, he might call to mind the Maoris and beautiful scenery. U. S. Navymen might also call to mind one of the world's younger navies, for New Zealand's had the status of a British Navy detachment before World War II erupted in the Pacific.

United States Navymen at Pearl Harbor had a chance to observe a unit of the young Navy when New Zealand's fast antisubmarine frigate HMNZS *Taranaki* visited there recently.

The 2600-ton New Zealand ship called at Pearl to give her crew seven weeks of refresher training in the techniques of fire-fighting, ABC warfare defense, shipboard repair and maintenance, communications and antiaircraft defense. They were also there to learn the latest in U. S. hunter-killer methods and refueling procedures.

New Zealand Navymen, like most others who serve in British Commonwealth ships, have developed the fine art of being relaxed and businesslike at the same time.

For example, when "Action stations!" sounded on board *Taranaki* one day, the New Zealanders scrambled to meet the onslaught of

**MAKING PORT** — New Zealand's *Taranaki* ties up at Pearl. Rt. Crew check frigate for atomic radiation.



# New Navy

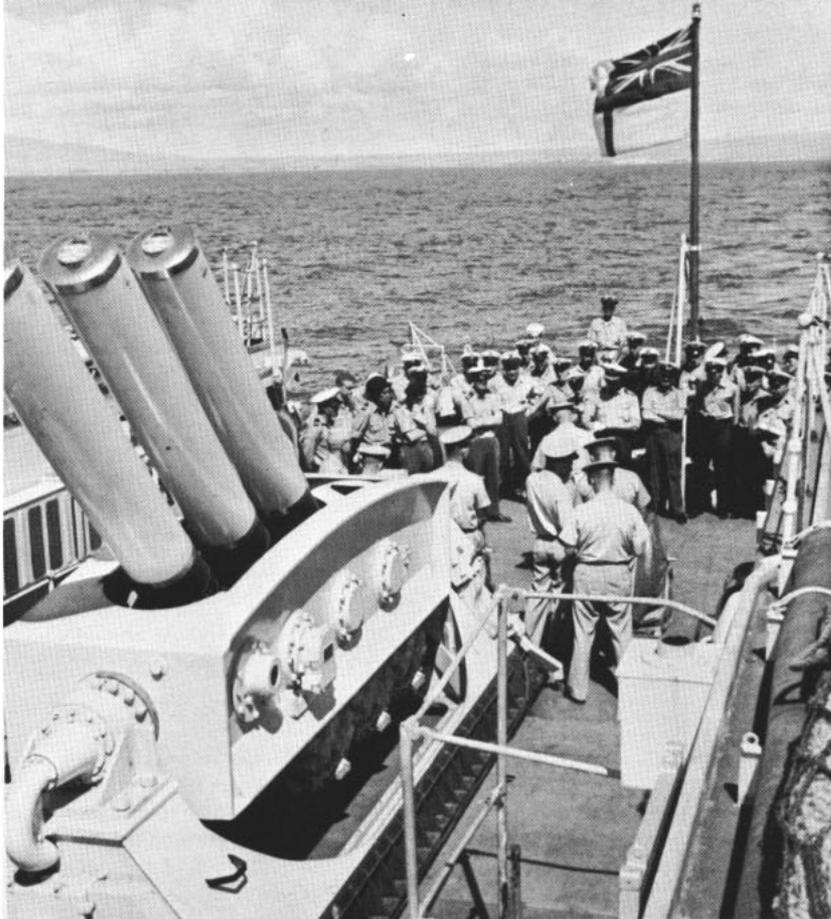
"enemy" aircraft. The twin 4.5-inch guns which *Taranaki* carries aft for anti-aircraft defense swung into action and other hands made ready to cut loose the ship's *Seacat* guided missile. *Taranaki's* three-barrelled mortars and torpedo tubes were manned to dispatch any submarines which came snooping.

The officers on the bridge plotted the ship's maneuvers and the captain's orders were transmitted loud and clear over the ship's public address system while reports on the ship's position came through sound-powered telephones from the men attending the gyrocompass repeaters. Electronic computers tracked and sighted *Taranaki's* targets.

**T**HE SIMULATED enemy attack occurred a short distance off Waikiki Beach.

The New Zealander's uniforms seem to imply that it is possible to be comfortable yet military. A sailor's winter uniform is similar to that worn by his United States counterpart. In the summer the New Zealand enlisted man is permitted to wear a white T-shirt type blouse and white trousers.

When working weather really gets hot, it isn't unusual to see the New Zealanders in a pair of denim shorts, sandals and no more.



**IN TRAINING** — New Zealand sailors are briefed by FTG prior to exercise.

The winter uniforms of officers are also like those of the United States Navy. In the summertime, however, officers can wear short white trousers with knee-length socks.

A distinctly dissimilar feature of the New Zealand ship is its grog line, in which each member of the crew can receive an eighth of a pint

of rum per day. All hands below chief drink their grog with the benefit of a chaser. Chiefs and above drink their "neat." In the evening, each crew member can enjoy a 26-ounce can of the old frosty.

**S**IMILARITIES between United States ships and New Zealand's *Tara-*

**SEA DRILLS** — *Taranaki* crew man their stations and (rt.) conduct underway communications drill on bridge.





**TEAM MATE**—Fast ASW frigate *Taranaki*, of New Zealand, enters Pearl for refresher training with Pacific Fleet.

*naki* were as readily observed by U. S. Navymen as dissimilarities. *Taranaki*, for example, is well equipped to indulge the sports needs of her 243-man complement, having the necessities for hockey, cricket, soccer, softball, fishing and scuba diving.

The officers, chiefs and other enlisted men who serve in *Taranaki* each have their separate dining areas. The enlisted chow hall, being the largest, doubles as a movie theatre for a crew that is as avid for movies as its U. S. counterpart.

Each officer in the ship has his own cabin. Bunks in the enlisted berthing spaces are three high and each is equipped with a reading lamp and an electrical outlet for razors and radios. The entire ship is air-conditioned.

Although *Taranaki's* sick bay is equipped for minor surgery and car-

ries a medical officer, the New Zealand crew seems to be a hardy lot and in need of little more than treatment for minor ailments.

In Pearl Harbor, *Taranaki's* crew members, like numerous American Navymen, invested heavily in hula skirts and aloha shirts; went sight-seeing and snapped innumerable pictures of Hawaii's scenery and girls.

**N**EW ZEALAND'S NAVY isn't big—only 10 commissioned ships and eight in reserve. The list of active ships includes one cruiser, one tanker, four frigates and four fisheries.

A Naval Board composed of the Minister of Defense, who acts as chairman, the Navy Secretary and three Navymen, governs the Navy from Wellington—about 400 miles south of *Taranaki's* home port of Auckland.

Auckland is also the location of

New Zealand's principal naval installations and the place at which New Zealand's boots receive their training.

New Zealand's officers are trained at either the Royal Australian Naval College or at the Naval College at Portsmouth, England.

Those who receive their training in Australia are admitted to the college when they are 16 years old. Those who travel to England to be trained in the New Zealand officer's fare of seamanship, navigation, gunnery, naval customs and traditions and naval administration must wait an additional two years.

New Zealand's enlisted men can join up when they are only fifteen and a quarter years old. Enlistments are for a minimum of eight years.

By the time *Taranaki* had steamed out of Pearl Harbor for her return trip to New Zealand, United States Navymen who had worked with her crew in their exercises were well convinced that New Zealand's Navymen make worthy allies who, aside from a few distinctive differences, live very much as do American Navymen.

British customs and naval traditions probably always will be strong in New Zealand because of its political ties with England. Many of these traditions have died in the United States Navy in the years following independence. In New Zealand's ships, however, Commonwealth ties still prevail, and everything (well, almost everything) still stops for tea.

—Arnold M. Herr, JO3, USN.

**HERE'S HOW** — Drills and classes were conducted for N. Z. Navymen.





## They Run a Still

**T**HE EVAPORATOR crew of USS *Oriskany* (CVA 34) produce their ship's weight in fresh water about every 90 days. The 15-man team from B division distills most of the fresh water needed to operate the carrier's boilers, steam catapults, laundries, galleys and scuttle-butts.

During the distillation process the evap gang feeds salt water through a series of heat exchangers and into one of the ship's four evaporators. There, in a partial vacuum, the brine is heated to its boiling point of 195 degrees F. Vapor from the boiling water rises and heats more salt water, until the steam is finally condensed and fed into storage tanks.

Equipment used to purify salt water is monitored and maintained 24 hours a day by three watch teams, each consisting of one petty officer and three strikers. During one 10-week period last year the crew produced over 6,500,000 gallons of fresh water.

*Clockwise from Top:* (1) K. J. Varney, MM1, and J. N. Patz, MM3, make entry in evap log while at sea on board USS *Oriskany* (CVA 34). (2) R. D. Amrhein, FN, reads salinity cell. (3) Fireman C. E. Lindsey regulates water level in evaporator. (4) Salt water is advanced by D. Trujillo, FN. (5) W. H. Brown, MM3, adjusts pressure at main evaps aboard *Oriskany*.



Brief news items about other branches of the armed services.

THE AIR FORCE is evaluating a heated gas propulsion system for the Astronaut Maneuvering Unit (AMU), a compact back pack which turns astronauts wearing full pressure suits into one-man space vehicles.

Using an AMU, the astronaut could leave his craft in space and perform various "outside" jobs independent of the mother ship.

The new gas propulsion system for the AMU operates on the relatively simple principle of heating gas to make it expand—then releasing it under precise valve control.

Though other propellants for the AMU have been found, the heated gas propulsion is expected to be safer because of its relatively low temperature and flameless exhaust.

The new gas propulsion, combined with the AMU, results in a back pack that contains its own stabilization, control, propulsion, power, and two-way communications, plus oxygen and other life supporting equipment.

An operating model of the gas propelled AMU is now being tested in a space environment simulator.

Using a full size, experimental version of the AMU, Air Force and civilian test personnel have logged more than 50 minutes of weightless flight on board a specially equipped KC-135 jet transport which flew ballistic trajectories to achieve zero gravity.

★ ★ ★

TWO NEW DEVELOPMENTS in Defense research may have quite an impact on conventional small arms.

The standard Army M-14 may be replaced by a special purpose individual weapon being developed by Army-Industry research teams. The new two-in-one weapon combines a rifle and a grenade launcher.

The weapon weighs no more than today's rifle but has far greater potential.

*Gyrojet*, another weapon advancement, has been called a wholly new concept in small arms. It is a substitute for a present automatic device and would cost about \$3.50 compared with \$60 for the one currently in use. It is even possible that this cost may be brought down to one dollar.

The gyrojet projectile costs only eight cents.



ACROSS THE POND—Tanks of 2nd Armored Div. move through German town during NATO air lift exercise.



HOT LINE — Air Force, Army, and Navy together man communications between Moscow and Washington.

TEMPERATURE ABOARD the unmanned lunar craft *Surveyor* will be controlled by paint with heat absorption properties. The space craft, planned by the National Aeronautics and Space Administration (NASA), is scheduled to carry an array of scientific instruments to the moon in 1964.

A comparable paint formula was used to regulate temperature in *Syncom*, the communications satellite launched last February.

Similar paints are being developed for experimental use on the Orbiting Solar Observatory (OSO) and for the *Apollo* project which will one day land a man on the moon.

★ ★ ★

THE AIR FORCE will use 10 million volts of man-made lightning to learn more about the effects of one of nature's most powerful forces.

A portable lightning machine is under construction. It will be used to study the effects of lightning bolts on weapons systems, such as ballistic missiles, and to determine if all components of the weapons systems have complete protection against lightning.

The machine will produce simulated lightning bolts as long as 50 feet. It will be mounted on a truck so it can be transported to missile sites for the studies.

With an output greater than 300,000 amperes (natural lightning can generate up to 500,000 amperes), the machine will be one of the largest portable lightning simulators in the world.

★ ★ ★

ARMYMEN AT INSTALLATIONS throughout the United States will soon be introduced to freeze-dehydrated beefsteak, pork chops, fish patties, beef patties and flaked beefsteaks on their menus, on a trial of the new products.

Freeze-dehydration is a new type of food preservation which involves first the freezing and then the dehydration of the fresh item. Foods preserved in this manner are considered to be significantly more acceptable in flavor, texture and appearance than foods preserved by regular dehydration methods. Packed in cans, the freeze-

dehydrated meats do not require refrigeration and are light in weight.

These advantages are important in the Army where hot meals sometimes must be served under conditions where refrigeration, shipping and storage facilities are limited. When reconstituted, the freeze-dehydrated meats resemble fresh meats in appearance and are grilled like ordinary steaks, chops and patties.

These tests will help determine the adequacy of the preparation directions as well as data on troop acceptability. They will be discontinued after the trial servings are completed.

★ ★ ★

IF IT'S NECESSARY to protect future spacecraft and other space vehicles from meteoroids encountered in space, this protection might be provided by a "dust" wall.

Though most meteoroids are smaller than a grain of sand, larger ones could puncture a capsule or spacecraft cabin, radiator, or fuel tanks. Smaller meteoroids might strike the sides of the spacecraft with such speed that fragments from the inside wall would react as shrapnel. Lesser damage to the vehicle would include pitting and notching of the vehicle surface and erosion of optical and other sensitive surfaces.

The Air Force is working on a theory that a layer of tiny metallic particles (a dust wall), trapped by an electrostatic field and covering the surface of the spacecraft, would protect the vehicle from an encounter with these potentially hazardous meteoroids drifting through space.

Two other concepts of providing meteoroid protection have been investigated by the Air Force, but the dust wall concept appears to be the most promising and practicable, since it would give the greatest protection without significant penalties in weight, power drain or interference with the functions of the vehicle.

A simulated meteoroid gun, capable of propelling particles at speeds greater than 102,000 mph, will be fired into a dust chamber under vacuum conditions to test the protection provided by the dust wall. Methods are also being studied on how to vibrate the dust in order to shatter or vaporize the meteoroids, about 80 per cent of which are porous stone.

★ ★ ★

THE U. S. ARMY has contracted for six test tractors which can be air-dropped or can travel cross-country to almost inaccessible construction sites.

The 14-ton, tracked machine can be used as a bulldozer, grader, scraper, dump truck, cargo carrier or prime mover. It uses a front-loading ballast bowl which can hold enough dirt to double its weight and production capacity and a hydraulic apron which lifts so the tractor operator can dump a load over an embankment or eject it while the tractor is in motion.

The armored earthmover can also carry a squad of combat engineers with their weapons and basic equipment to the scene of battle. This is possible through the use of hydro-pneumatic suspension, which is rigid while the tractor is being used for earthmoving operations, but which is flexible while traveling over rough terrain at speeds up to 30 miles per hour.



THIRSTY TRIO — An Air Force tanker near Hawaii refuels three F8 Crusaders of VF-111 from USS Kitty Hawk.

Nor is the tractor confined to land operations. It can work in water six feet deep and can float or propel itself across rivers and lakes at speeds up to four miles per hour.

The six machines now being built will undergo engineering and troop tests beginning in the fall of next year. The perfected tractor is expected to be in the hands of troops in 1966.

★ ★ ★

AN ARMY WIND CHILL TABLE which shows the danger of wind and low temperature combinations is being used again this winter to prevent cold injuries to soldiers in the field. A comparison of existing wind and temperature conditions with the table tells unit commanders how warmly their men must dress to avoid frostbite.

Temperatures above freezing may cause cold injuries if accompanied by high winds, the chart shows. A 20-mph wind coupled with 35-degree Fahrenheit temperature has about the same effect upon exposed flesh as would 38 degrees below zero, minus wind.

The Army has been using the table since 1958.



HANDY 'MAN'—Tractor under test by Army acts as dozer, grader, dump truck, prime mover and cargo carrier.

# LETTERS TO THE EDITOR

## Krishna Was There, Too

SIR: I noticed you omitted mention of USS *Krishna* (ARL 38) in the article, "Amphibious Forces—Antidote for Aggression," which appeared in the September issue of ALL HANDS.

*Krishna*, a unit of the Amphibious Force, U. S. Atlantic Fleet, makes routine and emergency repairs to landing craft, LCUs, LSTs and other ship types.

To do this, *Krishna* is equipped with shops which can handle anything from changing the mainspring in a watch to changing damaged LST propellers and making hull, electrical and machinery repairs. She carries a crew of 12 officers and 177 enlisted men and is a versatile weapon in the amphibious arsenal.

Your oversight is understandable since *Krishna* is the only ARL assigned to PHIBLANT.—R. H. Lockey, LCDR, USN.

• September's amphibious article concerned itself principally with a beach assault, which accounts for the fact that *Krishna* was not mentioned. She is, however, a rarity and deserves mention here and now.

There are only two ARLs in commission at the present time, *Krishna* and *Pandemus* (ARL 18). *Pandemus* is assigned to MINELANT.

As you say, *Krishna's* capabilities range from the minuscule to the mammoth. She evolved from an LST (her original designation) and was converted to a landing craft repair ship (ARL) immediately after launching. She reported for duty with the Amphibious Force, U. S. Atlantic Fleet on 1 Feb 1946.

As an example of *Krishna's* capabilities, in the first half of 1963 she worked on the 25 LSTs, 33 LCUs, two APDs, one LSD and one AO which came

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.

alongside, as well as taking care of numerous work requests for ships which were not assigned availabilities.

Her versatility might have been foreseen when she was christened. *Krishna* is the name of a reincarnation of the Hindu deity Vishnu, the Preserver, who is usually depicted as having more than two arms.—ED.

## Splash One Shutter-Snapper

SIR: I am a first class diver trained in Scuba. I have heard of underwater photography in the Navy and am interested in this field of diving. So far, however, I have been unable to find a school which offers training in this field except that given at Underwater Swimmers School at Key West, Fla.

Can you tell me if the Navy maintains a school which offers this training? How about a civilian school? I am willing to ship over if need be.—A. T. N., Jr., MM1, USN.

• We hate to dampen such enthusiasm, but underwater photography is in the bailiwick of PH men, as is most naval photography elsewhere, over, under and on the surface of the sea.

The course you mentioned at the Underwater Swimmers School is only open to photographers.—ED.

## Here's A Clue to Many Clews

SIR: I have tried to locate a knot and line book dealing with old time Navy hammock clews. Although I have written to several publishers I have had no luck.

I've owned many hammocks and have never found the equal of the old hammock clew. Can you tell me where I can locate a book having to do with this lost art?—M. C. B.

• A discussion of hammock clews may be found in the "Ashley Book of Knots," by Clifford W. Ashley (published in 1944 by Doubleday, Doran and Company).

The "Ashley Book of Knots" lists seven different clews from the simplest to the more complex. Here's what Ashley says about the Navy clew: "Navy clews are made of either six or 12 lengths of nettle stuff; 12 was the older practice. These are middled and the eye is either grafted, ringbolt hitched, or served over. They are then seized together either with or without a thimble. A sword mat is started and, after all 12 ends are worked once or twice, two ends, one at each side, are laid out each time the warps are passed, in the manner of shouldering. Some old seamanship books say that the last pair should be half knotted. But the best practice is to seize them."

Each hammock clew described in the book is also illustrated.

All but one of the clews listed by Ashley are fashioned around a metal ring or eyelet. The one that does not use a metal ring is the pullman hammock clew.

When you finish your clews, you might try constructing a hammock. Ashley describes several—netted, knitted, sailor's hammock, and even one constructed from barrel-staves (if you can find a wooden barrel.)—ED.

HALF OF TYPE — The landing craft repair ship USS *Krishna* (ARL 38), one of only two such ships now in commission, is a unit of PHIBLANT.



## This Leave Is A Regular Gasser

SIR: I understand that Navymen home on leave may be granted extra leave, or have their leaves extended, if they help enlist their friends into the Regular Navy. How about the man on leave who does successful recruiting for the Naval Reserve? Is he also granted extra leave?—K. R. J., Sherman, Tex.

• No. Only those who are instrumental in recruiting applicants for the Regular Navy are granted extensions of leave. And, only men on recruit leave (the 14 days normally granted after boot camp) are eligible. Here's how it works:

After boot camp a man on recruit

leave may be authorized an additional five days for each individual he recruits. Such a leave extension may not exceed 10 days. In other words, recruiting two men is all it would take to draw the maximum. The extended leave, like recruit leave, is chargeable to annual leave. Therefore, it's actually advance leave that will be charged to annual leave the new Navyman earns later.

The "Navy Recruiting Manual" notes that such a leave extension should not be granted if it would interfere with a school reporting date. If this is the case, and in cases of those who simply don't wish to take the extra five or 10 days, an entry is made in the appropriate service records, extending congratulations for assisting the recruiting service.—ED.

### Well, That's Settled—Maybe

SIR: I was interested in the letters of comment concerning the origin of the term "gedunk" (ALL HANDS, September 1963). It appears the only question remaining is which, if any, is correct.

I can't add much to what's already been said, but may be able to help you approximate the time the term became popular.

On 24 Jun 1930 I was on board USS Chester (CA 27), one of the first 10,000-tonners of the broken deck variety. She had a built-in ice cream making machine and serving counter, complete with soda fountain, on the main deck in one corner of the mess hall. I believe she was one of the first U. S. Navy ships ever fitted with such equipment.

At first it was considered sissified to think about hanging around a soda fountain, but opening day right after commissioning changed any such ideas, and the saying "See you at the gedunk stand" immediately became popular. This was the first time I'd ever heard the term used.—C. F. A., AEC, USN (Ret.).

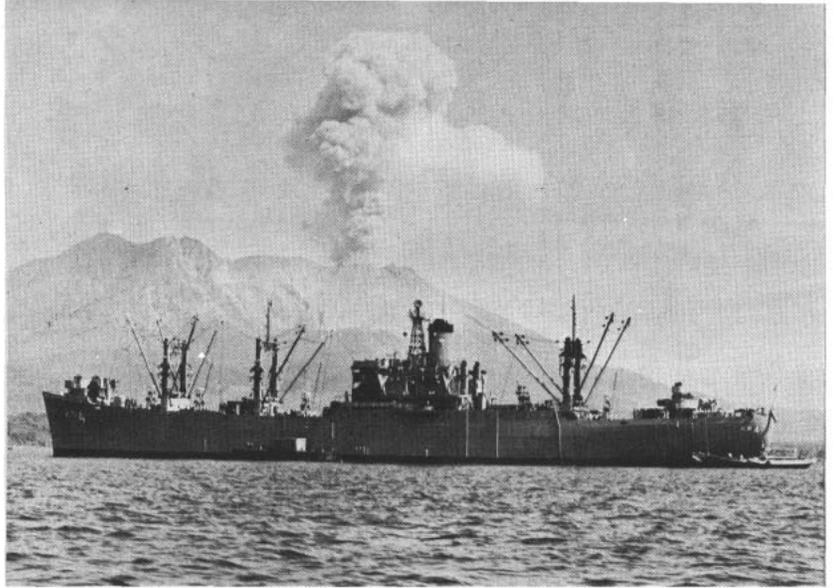
• It's beginning to appear doubtful that we'll be able to prove anything concerning the origin of the term gedunk. Nothing in our mail on the subject is sufficiently documented to serve as proof.

In the June 1963 Taffrail Talk we first requested information on the term's origin. We recalled at the time that many years ago the characters in a comic strip called Harold Teen made Pop's Candy Store their hangout, and that Pop's soda fountain was called the gedunk. Was this how the term originated, we wondered?

In "Noel's Naval Terms Dictionary" it's "Geedunk" (note the spelling) and is defined as follows: "Candy, ice cream, soda, etc. Any product of the ship's soda fountain. Also called pogy bait."

Some of the readers we heard from had ideas concerning origin of the term that sounded feasible. For example:

• Mary M. Pulver, SN, USN, a tour



SMOKY MOUNT—Active Japanese volcano Mount Sakurajima is visible off starboard beam of the general stores issue ship USS Pollux (AKS 4).

guide at NAS Alameda, Calif. Mary explained that she is often asked "what does gedunk mean?" on the numerous occasions Cub Scouts and their leaders visit the base. Mary had been told by an old-timer that during World War II, Navy men serving in the South Pacific carried on with the traditional Navy coffee break. As they sat around dunking their donuts, the natives looked on and eventually incorporated gedunk, or "the dunk," into their vocabulary. The term then spread rapidly, meaning coffee break.

• J. D. Tikalsky, JOCM, USN. Chief Tikalsky thinks the term is derived from a Chinese expression which sounds like "gee dung" and means, roughly, a place of idleness. Affixing the term to ice

cream was an outgrowth of World War II, when the gedunk stand was the place to buy ice cream. And, as Chief Tikalsky recalls things, the ice cream store in Harold Teen was the Sugar Bowl.

• Johnny Wagner, SKC, USN (Ret.): Chief Wagner agrees that the use of gedunk dates back to the Harold Teen era, but thinks it is derived from the German "tunk" (pronounced toonk), which means to dip or sop, either in gravy or coffee. "It was a common practice in the old Navy to do a bit of 'tunking' to soften stale bread. The ge (pronounced gay) is a German unaccented prefix denoting repetition or continuation of the action. In time it went from getunk to gedunk, and that's where the situation now stands."

And, there were others with still more ideas. However, as we said in September, with Navy men the sailors of the world that they are, a commonly used expression could originate in China, the South Pacific or Germany, as easily as it could in Norfolk. And, going back to what we said in June, in spite of the vast strides in oceanographic research, the sea still retains many mysteries. So do many customs and phrases.—ED.

### Were They U. S. Ships?

SIR: Recently we came across a 1957 edition of the Education and Training Manual (NavPers 10827-A).

May we direct your attention to figure 2-2 on page nine? If those are United States ships, we will eat our collective hats.—J. K. D., PN1, USN and E. J. P., PNSN, USN.

• We wouldn't press the matter, if we were you. You may have to reach for the mustard and pickle relish.

The age of the book and of the ships makes positive identification difficult. However, we have established with reasonable certainty that the ships are pre-World War II vessels of the Northampton and Portland classes.—ED.

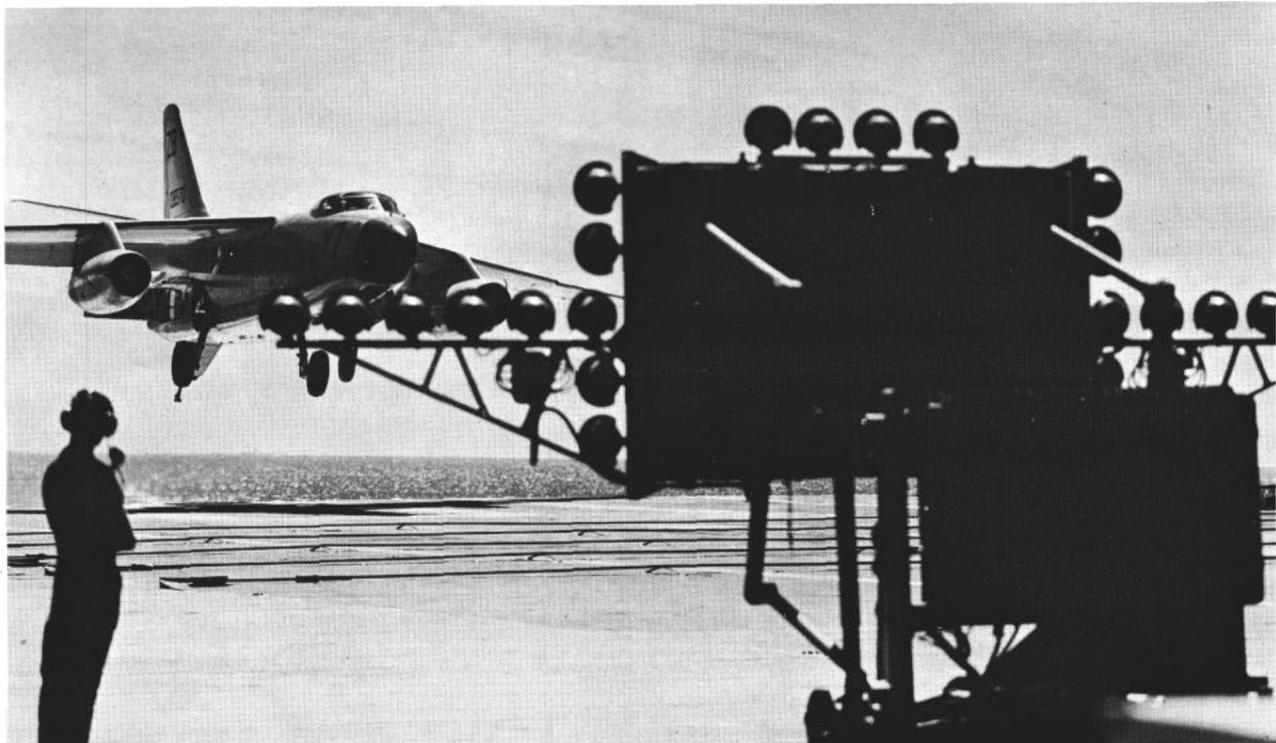
### Repeat Assignments

SIR: Since I have been on duty in Saigon, several questions have been asked concerning repeat tours. Perhaps you could help me answer them.

Can a person be assigned to the same command overseas without a waiting period of three years? If not, is there any waiver? For example, a man arrived in Vietnam in March of 1963 and will be transferred in April 1964. Could he, at the termination of his next tour of sea duty and if he requests it, be transferred back to his old command?—D. G. G., YN2.

• It is not necessary to wait three years before being reassigned to a duty station overseas. Navy men on Seavey may receive repeat assignments providing no others are requesting the same area for their first time.

You may receive a repeat tour even though you are not on Seavey. If you desire you may forward a request to EPDOPAC after you have been on board your sea duty station for at least one year.—ED.



REFLECTION—A VAH-4 Skywarrior uses mirror landing system in landing on flight deck of USS Shangri La (CVA 38).

### Zulu Watch

SIR: All respect to our very able destroyer tenders. I've been around destroyers long enough to know that the AD is a big ship that does a good job of service to the Fleet. Only one thing bugs me.

Why doesn't the AD stand its own Zulu watches? If you consider the size of the AD, and the number of men it takes to round out its complement, you'd certainly think it should be capable of standing its own watches.

We on DDs are at sea most of the time and are constantly standing watches. In some cases, we work a four-on, four-off schedule. In port, I and other rated RDs stand quarterdeck and pier watches—in addition to Zulu watches on board the tender.

The watch isn't a difficult one, but it bleeds the DDs of men who could be doing essential work on board their own ships.

The tenders take pride in their ability to handle various situations. So why can't they handle their Zulu watch?—G. A. S., RD3, USN.

• For the information of readers not familiar with the term "Zulu watch," here's a definition in which some resolution to the above problem may be found:

"In-port radar defense watch is a twenty-four hour watch. In cases of two or more ships in a nest, the Zulu watch is customarily stood on board one ship only; the others provide watch standers to do a fair share."

It should be noted here that this definition is unofficial. Our new editor-in-charge-of-Zulu-watches couldn't find his specialty defined—or even listed—in various watch stander references. The definition and defense come from people

we've talked with who have had Zulu watch experience.—ED.

### More Wails for the Whale Boats

SIR: I have read the recent whaleboat racing articles and letters printed in ALL HANDS, and would like to add a word about USS *Amphion* (AR 3). We, too, hope the sport doesn't die.

In February 1963 *Amphion* challenged a Swedish boat team to a race. We had to give our boat a major overhaul before we could compete, but we were ready to go on time.

We lost. But the race generated a lot of enthusiasm.

Our boat crew is ready to try again, but first we need someone to race. If more people would get enthused we could give it another go.—Irwin Lazarus, MLFN, USN.

• A few months ago we stated that boat racing had become a casualty of World War II, but it's beginning to

look as though we spoke a little hastily. There's still a fair amount of whaleboating blood in the Fleet.

Several races between U. S. Navymen and foreign navy boat crews have come to our attention lately, and they all seem to have sad—but expected—endings, since many of the opposing crews find greater opportunity for practice. Even the pros are not unbeatable, however, as USS *Isherwood* (DD 520) boatmen proved some time back. They defeated a British boat crew from HMS *Caprice* by half a length during a one-mile race through jammed Hong Kong harbor. Their win brought the *Isherwood* crew early liberty for the remainder of their WestPac tour.

The sport seems to be even more of a challenge today than it was in the past. For one thing, there's the procurement problem. The Fleet is well-supplied with whaleboats, but they are all of the gasoline variety.—ED.

### Hat or No Hat?

SIR: Several of us were wondering whether the officer who administers an enlistment or reenlistment oath should be covered or uncovered.

We have been unable to find any regulations covering this occasion.—J. J. J., CDR, USNR.

• The place at which the oath is administered would dictate whether or not the administering officer should wear his hat.

Paragraph 1110 of "Uniform Regulations" specifies cover when out of doors (except during a religious ceremony or when ordered to uncover) and no cover indoors unless in a duty status, wearing sidearms.—ED.

### EOD School? Sure!

SIR: I am an Equipment Operator Second Class (EOH2) and am presently on instructor duty.

I would like to volunteer for duty with an Explosive Ordnance Disposal Team but have failed to locate the instructions which govern eligibility requirements and request procedures. Is my rating eligible, and if not can I receive a waiver?—J. H. A., EOH2, USN.

• Your rating is not eligible, but at the present time you may receive a waiver. Eligible ratings are MN, AO, EM, BM, GM, TM and EN, but owing to shortage of personnel all Navymen in pay grade E-4 and above will be considered, provided they are not in a critical rating. Furthermore, if you

have an ARI-MECH combination of 105 or above, are physically fit and request the EOD school, chances are good you'll get your EOD duty.

All instructions concerning application for the Explosive Ordnance Disposal School are contained in the Catalog of U. S. Naval Training Activities and Courses (NavPers 91679F), Change I. Quotas for the school are presently filled five months in the future.

A final top secret clearance is necessary to attend the school, and your request will be handled faster if your command requests the clearance before submitting your application.—Ed.

### Non-Flying Flying Pancake

SIR: I am amazed that you would omit from your compendium of offbeat aircraft one of the odd-ballest of the lot—the XF5U-1, appropriately nicknamed the *Flying Pancake*. This consisted, almost literally, of a single, oval wing. You never saw anything like it.

A small, baling-wire-and-canvas prototype, the V-173, was built in the early 40's and logged about 130 hours in the air while testing out the principle. A single, military version, the XF5U-1, was built later, but never flew as the Navy decided jets were here to stay and canceled the contract.—Art Schoeni, CDR, USNR.

• You're right, and thanks for bringing it to our attention. The *Flying Pancake* was definitely a unique bird, and we don't know how we missed it.

Although she was briefly hailed as, "... potentially the fastest propeller-driven aircraft in the world," the military version, XF5U-1, never became airborne and was demolished in 1948 when, as you say, the Navy canceled the contract in favor of jets.

Navy interest began in 1940, and in 1942 a non-military, full-sized prototype made of wood and fabric was launched. We're not too sure of the details, but an

### Unit Identification Marks

SIR: The Code of Conduct states, in part, "When questioned, should I become a prisoner of war, I am bound to give only name, rank, service number, and date of birth." Yet most Navy men have the name of their unit or command on their uniform. This would serve to divulge information which the Navyman is not bound to give should he be taken prisoner.

What is the purpose of wearing such identification marks?—L. D. P., SK2, USN.

• Unit identification marks were established to foster esprit de corps, morale, unit pride and identity among seagoing units. Article 07611.2 of "Uniform Regulations" provides that in the event of possible emergency which would require security of unit names and locations, wearing of the name marks may be suspended for the duration of the emergency.—Ed.

article in the British publication "Air Pictorial" (February 1959) gives a fairly complete run-down on the XF5U-1 and the experimental model. According to the article, the prototype (V-173) flew at speeds as great as 150 mph, though its engines were only rated at 80 hp. The Fleet models were to be equipped with two 1350 hp engines.

The V-173 could land at speeds as low as 30 mph, but the angle of attack during low speeds was as great as 30 per cent. Because of this nose-high attitude during landing, the test model was equipped with an extension of the canopy over the nose and underneath the cockpit. This allowed the aviator to look through the deck while landing.

Originally, the pilot was to lie prone so that a protruding cockpit could be

avoided altogether, but this scheme was abandoned because, in this position, the pilot's comfort was "marginal," as "Air Pictorial" so discreetly put it.

The two engines of the *Flying Pancake* were linked together by a drive shaft. In theory, if one engine failed both propellers could be driven by the remaining power plant. Difficulties in this linkage system presented problems which were partially responsible for discontinuation of the *Flying Pancake* project.—Ed.

### Ever Been Down to the Chain Locker?

SIR: I recently detached from an AKA in PHIBLANT, where I served as the commanding officer's yeoman. During my entire time on board—even making weekly material inspections—I never sighted a chain locker.

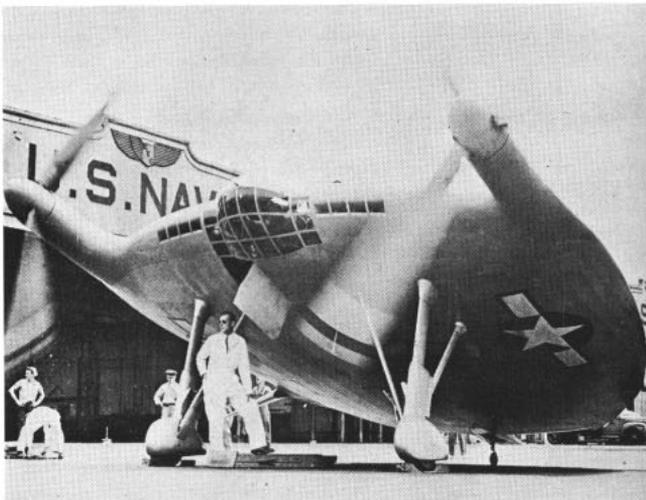
Would you tell me where the chain locker on an AKA is usually located, how it may be reached, and how many chain lockers there are?

Approximately how many links make up each anchor chain on an AKA? How much does each link weigh? Is the chain locker literally full of chain when both anchors are secured in the hawse-pipe?

What are the interior dimensions of an AKA's chain locker? Is the locker a rectangular steel compartment as pictured in the illustration on page 215 of the *Bluejacket's Manual*, or does it have a troughed deck?—R. L. M., YNC, USN.

• The chain locker on an AKA (94 class) is usually located forward beneath the second deck centerline and may be entered via a manhole on the second deck. There is only one chain locker, but it is divided into two compartments by a bulkhead. Each compartment measures about seven feet long, four feet wide and 23 feet deep.

An AKA with two 11,000-pound stockless anchors carries about 180 fathoms (1416 links) of die-lock chain on the port side and 120 fathoms (942



ODD PAIR—In early 40's this V-173 logged about 130 flight hours. (Rt.) The XF5U-1 *Flying Pancake* never flew.



UNDERWAY REFUELING EXERCISES involve, at one time or another, almost every ship in the Navy. Here, the radar picket destroyer USS Southerland (DDR 743), after having topped off her tanks, pulls away from the oiler USS Ashtabula (AO 51) during operations off the coast of Japan. In the background are the attack aircraft carrier USS Coral Sea (CVA 43) and other units of the task force.

links) on the starboard. The links are two and one-eighth inches in diameter and weigh 33 pounds each. The complete portside chain weighs 47,220 pounds and the starboard 31,480 pounds.

The chain never fills the chain locker, as there must be room for access on top of the chain.

The chain locker may or may not be rectangular in shape, depending upon the ship's beam. If the ship has a fine bow, the flare may show up in the outboard boundaries. The deck is usually flat and perforated so that sand, mud and water carried up by the chain may drain into a lower compartment, which is cleaned periodically.—ED.

#### Why Do Stars Point Down?

SIR: Some of the men on board my ship, USS Cubera (SS 347), have raised a question we hope you can answer. It concerns the accepted positioning of stars on Navy uniforms. Why does one ray always point down? As they appear on officer coat sleeves, and senior and master chief petty officer sleeves and collars, and on ribbons, for that matter, the stars appear to be upside down.—C. F. M., YNSN, USN.

• Our editor-in-charge-of-stars couldn't come up with the reason they point down. Official records do not so indicate. We do know that the officer sleeve star, authorized many years ago, is traditionally worn with one ray down. It is for this reason, possibly, that no change has thus far been made over the years in the positioning of star insignia.—ED.

#### About Aircrew Insignia

SIR: Some questions concerning the aircrew wings worn by certain enlisted airdales: Are the wings a permanent award? Once awarded, may they be worn throughout a man's career, even though he may not be in a flying status? Are they lost upon transfer from the squadron in which awarded? Exactly who may wear this award, and for how long?—M. P. S., AG2, USN.

• First of all, it's aircrew insignia, not award, even though there may be some similarity in definitions. Award is an all-inclusive term for decorations, medals and ribbons. An insignia—similar by definition to a badge—is a distinctive device worn as a sign of special qualifications.

The aircrew insignia, a winged (wingspan is two and three-quarter inches) gold metal pin with the block letters "AC" superimposed upon a center design (anchor), is called a "breast insignia."

Only qualified aircrewmen may wear the aircrew breast insignia. It shows that you're serving as a regular member of an aircraft flight crew. It may not be worn when you are not assigned such duties, or when you become disqualified after having once been eligible.

The "BuPers Manual" (Art. C-7340) notes that a qualified aircrewman is a petty officer of any rating who meets the following: Has had at least two years' naval service; volunteers for aircrew duty; meets annual psychological and physical requirements; and successfully completes appropriate courses of instruction and meets operational standards.

Disqualification for aircrew duties may occur whenever a medical examination determines you are no longer physically or psychologically qualified. Also, the aircrewman may be disqualified after a technical examination uncovers a lack of operational qualifications, when he withdraws as a volunteer from aircrew duties to which assigned, or when he's detached from duty involving flying for more than four years.

Once disqualified, an aircrewman may not be eligible for requalification during the same enlistment, except for those who requalify after physical or psychological disqualification.

Note that a physical disqualification does not revoke the aircrewman's right to wear the distinguishing sleeve mark. Other disqualification factors do revoke this right.

If you want more details on the who and how long of aircrew insignia, ask your personnel officer to show you article C-7403 of the "BuPers Manual," and article 0656 of "Uniform Regulations."—ED.

#### Aircrew Breast Insignia

SIR: Is it mandatory for a CPO who is a qualified aircrewman serving as a flight crew member to wear the aircrew breast insignia on his tropical khaki shirt? Would the same rule apply to an officer with regard to his pilot's wings?

We are aware of the provisions of the Uniform Regs but would like to have your interpretation.—R. E. C., Jr., AMSC, USN.

• We assume you have already consulted Articles 0157.1.a.(1) and 0656.1.d of the "Uniform Regulations" which state: "Pin-on devices may be worn on the khaki shirt when the coat is not worn and on the blue flannel shirt and tropical shirts."

The regulations say in some situations certain insignia shall be worn. In the portion of the regulation which we quoted the word may is used. This indicates to us that wearing the air insignia on the khaki shirt when the coat is not worn is optional for both you and the officer.—ED.

#### Seavey Orders

SIR: On page 45 of your November issue—in an item about Seavey Segment 1-64—you said Navymen in that segment "can expect the first transfer directives to roll out of the Bureau of Naval Personnel next June."

According to BuPers Notice 1306 of 11 Sep 1963, the first transfer directives will be issued in February 1964. Which is correct?

Incidentally, while we're on the subject, why the four-month time lag?—E. T. K., BM3, USN.

• The BuPers Notice is correct. The article was intended to point out that

the personnel in this Seavey segment would begin to move, in accordance with their orders, in June 1964. Actually, we should have stated that the first transfer directives will be issued in February 1964, directing the transfer of personnel beginning in June.

The four-month time lag, as you put it, is perhaps better described as a reasonable period for planning—at both ends.

It gives your EPDO (Enlisted Personnel Distribution Office) or BuPers detailee enough time to check out the possibility of placing you in the billet you've requested. Also, you are notified in February that you have been made available to the EPDO or BuPers detailee for transfer in June.

In this way, you know four months ahead of time that you will be transferred during a specific month, and will have plenty of time to make preparations for the move.—Ed.

### What About Rating Structure?

SIR: A chart way back in your July 1960 issue shows the various ratings and the letters used in their identification. They are divided into 12 groups, and the more I look at them the less sense they seem to make.

For example, Group III is named electronics, yet it does not include the RD, SO and RM ratings. For that matter, why is RM in Group V—is it a clerk's rating?

Why aren't SK, JO, CS, and SH in Group VI, miscellaneous?—E. A. L.

• We'd like to answer your questions directly, but our yeoman in charge of tough questions is stumped. As a matter of fact, you missed a few—TD, PH and PT are included in the aviation group, though they normally do not wear wings. Dental Technician could easily be considered part of the medical group, yet it's listed separately.

You're not the first to spot these inconsistencies. The entire enlisted rating structure is currently under study by the Permanent Board for Review of the Enlisted Rating Structure. Among the points being considered are the items you mentioned.

It is often difficult to discover why a rating was assigned to a particular group. The ratings were grouped partially on the basis of shipboard organization and partially as a result of the control over certain ratings by technical bureaus and offices. For example, the Bureau of Yards and Docks has exclusive distribution control over the CB ratings.

Another reason for apparent inconsistencies may be the age of the present rating structure, in effect since 1948. Since that time the actual jobs of many ratings have changed drastically. Torpedoman's Mate is listed under Group II, Ordnance, but is becoming more

and more involved with electronics. Also, actual jobs may differ from what the name of the rating infers. A Radioman may be called on to do a large amount of clerical work, as may a Commissaryman. Ship's Servicemen are required to keep extensive records, especially those who are associated with the ship's stores.

At best, these are only partial answers, and although it is difficult to set any standard rules for organizing the ratings into groups because of the many variables involved, the Rating Structure Review Board hopes to recommend a more logical and workable structure in the near future.—Ed.

### Are PNs Critical?

SIR: In November's Letters to the Editor column you answered a letter about ratings not being ordered to recruiting duty. Then you listed the ratings not presently being ordered to recruiting duty: RD, SO, QM, FT, GMM, ET, AT, ADJ, AE, PN, AQ and RM.

Am I to understand that PN is now defined as a critical rating? And if PNs are not being ordered to recruiting duty, does this mean that only YNs will be ordered to recruiting duty to perform administrative and personnel duties?—R. M. S., PN2, USN.

• No, PN is not a critical rating. It was included on the list not because it was critical throughout the Navy but because, in 1963, all Personnelmen being ordered to shore duty were needed to fill regular shore duty billets.

Critical ratings are not ordered to recruiting duty either, but for a different reason. Because critical ratings are undermanned, all Navymen in that category are ordered to duty in billets where their special skills will be of the greatest use to the Navy.

When the PN situation on Seavey-

Shorvey changes, and there are more PNs due for shore duty than are billets available, they will again be ordered to recruiting duty. Until that time, the PN recruiting billets will be filled with YNs.

It is still too early to tell if the Seavey-Shorvey balance will change this year in favor of the PN recruiters. If you want recruiting duty you should submit your request when you become eligible for transfer ashore. If it becomes necessary to curtail the assignments again in 1964, you will be notified so that you may forward duty preference changes to reflect your general shore duty choices.

Incidentally, this could happen to any rating.—Ed.

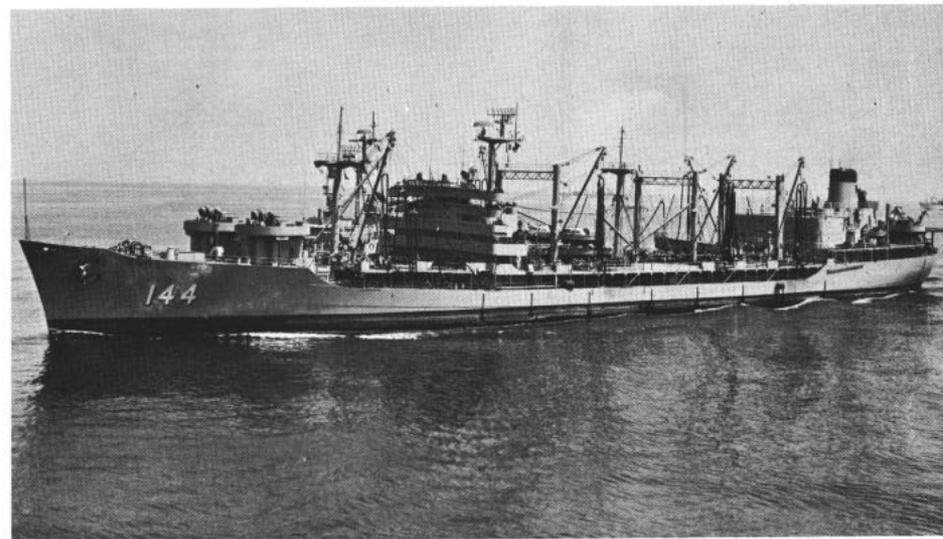
### A Crow Makes All Styles Right

SIR: What is the current regulation regarding 'pressing' or 'rolling' the coat sleeves of CPO uniforms? I asked my cleaner why the sleeves are pressed half the time and rolled the other half and he said it was because he was uncertain which is correct. I figure he must have been right at least 50 per cent of the time, but when?—J. A. M., HMCM, USN.

• He was never wrong. There are no Navy regulations concerning whether CPOs' and officers' coat sleeves shall be 'pressed' or 'rolled.' A check with a drycleaner's association indicates that 'pressed' or 'rolled' coat sleeves are more or less a matter of style.

At the present time the majority of people prefer that their coat sleeves be rolled, whereas sometime ago the fashion seemed to be for the pressed sleeve. The association also indicated that if a garment is received for drycleaning with pressed sleeves, it is normally finished in the same manner, unless otherwise specified by the customer, and vice versa.—Ed.

**A FREQUENT PUMPER**—In a period of one year with U. S. Sixth Fleet, the oiler USS Mississinewa (AO 144) replenished a total of 600 ships.



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.

- *Battleship Association*—All who ever served in a battleship and who are interested in holding a reunion in San Diego, Calif., next summer may write to David C. Graham, American Battleship Assn., P. O. Box 11199, San Diego 23, Calif.

- *uss Mississinewa (AO 59)*—All who served on board who are interested in holding a reunion, with time and place to be designated by mutual consent, may write to W. A. Glenn, 28825 Eddy Rd., Wickliffe, Ohio.

- *uss Sargent Bay (CVE 83)*—Members of the ship's company and attached air groups during World War

II who are interested in holding a reunion during the fall of 1964 may write to Vernon Kastner, 146 Kansas St., Rochester, N. Y.

- *uss Shubrick (DD 639)*—All who served on board while the destroyer was in commission who wish to hold a reunion in the late summer may write to Robert Johns, 214 Houston St., Chester, Pa.

- *MAG 25, 'SCAT,' VMJ 253, Hdqtrs Sqdn, Service Sqdn*—Original members, Marines and Navy, of these units who are interested in holding a reunion in Anaheim, Calif., in the summer are invited to write to Col. W. K. Snyder, USMCR, P. O. Box 535, Tustin, Calif.

- *uss Arizona (BB 39)*—All former officers and men who served on board between construction and Pearl Har-

bor Day are invited to attend a reunion on 25 Apr 1964 at the Lafayette Hotel, Long Beach, Calif. For details, write to Joe Keehan, 811 Locust Ave., Long Beach 13, Calif.

- *uss Columbus (CA 74)*—All who served on board during the 1950-51 Mediterranean cruise and who are interested in holding a reunion, with time and place to be decided, may write to William E. Polcsa, 15 Winona Way, North Weymouth, Mass.

- *uss Nashville (CL 43)*—All who served on board during World War II who are interested in holding a reunion may write to Ralph C. Lynn, 2116 W. C St., Anniston, Ala.

- *uss LSMR 512*—All who served on board from January 1950 to December 1953 who are interested in holding a reunion may write to A. J. Sturks, 181 Early St., Providence, R.I.

About That Uniform Change —

SIR: During the last few months much has been said concerning a new type of uniform for second and first class POs.

As an E-5, I would like to wear the Ike jacket (similar to the Air Force type), trousers in black whipcord, overseas cap, white shirt, black tie, and black shoes. The rating badge could be either red or gold, as it is today.

This uniform could be strictly optional, paid for by the Navyman, in the same manner that USMC personnel purchase their own dress blue uniform.—T. D., HM2, USN.

- *The current interest in uniform changes is undoubtedly the result of the pilot program, scheduled to begin upon completion of outfitting in early*

*spring. This should provide the Permanent Naval Uniform Board with information upon which to base a recommendation to the Secretary of the Navy as to whether or not the chief and officer uniforms may be worn by lower rates. The test will last one year and will mean a uniform change (at least temporarily) for about 1000 first and second class POs.*

*Your suggestion is not new. A similar uniform was tested about 1947, but the results were negative. Among other things, the Ike jacket proved hard to fit and required expensive individual tailoring. During the same period several other uniforms were tested. One of these consisted of a button jacket which resembled the present-day jumper, a white officer's shirt, and a black*

*four-in-hand tie. The Fleet didn't care much for it.*

*The uniform presently under consideration is the basic design used in chief and officer uniforms. The Uniform Board hopes that the planned one-year trial will provide a positive and accurate evaluation of the desirability and feasibility of making a uniform change.*

*Your suggestion has been noted by the Uniform Board, and will go on file in the Bureau of Naval Personnel. Since morale is the major factor when considering a new style, a uniform change is a matter of majority rules as well as practicality. Therefore a strong expression of opinion by personnel in the Fleet is of major importance in bringing about any change.*

*Thanks for your suggestions.—Ed.*

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# QUIZ AWEIGH

## Assignment After Deep Freeze

SIR: I have a question concerning assignments after a tour with Operation Deep Freeze. BuPers Notice 1300 (dated 24 Jul 1963) was used to solicit volunteers. You discussed this in the October 1963 ALL HANDS.

One reward offered to Navy men who complete Antarctic tours is as follows: "Every effort is made to assign personnel to one of their choices of duty if, when submitting duty preferences, those preferences are in consonance with their rank or rating."

My question is this: What percentage of those who volunteered will actually receive duty of choice?—T. W. S., YN2.

• It is estimated that 90 per cent will receive duty of choice. The remaining 10 per cent will be assigned to shore duty, to "billets in consonance . . ."

Not so bad, yes? Only one out of 10 will go to duty other than that requested. However, that duty will be shore duty—but not by accident. The Navy feels that after you've spent a tour on the ice you are entitled to duty ashore. Rejoining your family is not the least of the reasons behind this policy.

The deadline for applying for the 1964-65 tour was 1 Nov 1963.—ED.

## Mauna Kea Wants Record

SIR: During her most recent western Pacific cruise, the ammunition ship *uss Mauna Kea* (AE22) established two records for underway rearming.

The first was a new record for AE-to-CVA/CVS with an average transfer rate of 113.6 short tons per hour.

The second was AE-to-DD with an average transfer rate of 29.8 short tons per hour.

These two marks surpassed the old standards of 68.3 short tons to CVA/CVS and 20.8 short tons to DD.—T. E. McCormick, Jr., CO, *uss Mauna Kea* (AE 22).

• The "old standards" given in your letter appear to be records for underway replenishment ships in WESTPAC under operational command of the Seventh Fleet. No figures were available to us for the First, Second or Sixth Fleets.

Far be it from ALL HANDS to say anything is the firstest or the mostest but at any rate, your transfer rate deserves congratulations.

You notice we're not repeating the old cliché about getting a bang out of your work.—ED.

## National Defense Service Medal

SIR: What are the eligibility requirements for wearing the National Defense Service Ribbon? I entered the U. S. Naval Academy in July 1952, and graduated in 1956. Am I entitled to wear this ribbon?—E. L. G., LT, USN.

• All persons who served on active duty in the armed services at any time between 27 Jun 1950 and 27 Jul 1954 are eligible to wear the National De-

fense Service Ribbon, with the following exceptions: Reserve personnel on active duty for training; Reserve personnel on short tours of active duty to serve on boards, courts, commissions, etc.; and any persons ordered to active duty who, on physical examination incident thereto, were disqualified and immediately released from active duty.

Midshipmen at the Naval Academy are on active duty in the same degree as enlisted men or commissioned officers detailed to the Academy for the performance of duty. You are, therefore, entitled to wear this ribbon.—ED.

## Reasoning in E-8/E-9 Exams

SIR: In July 1963 I took the examination for EMCS and was surprised to discover that a large percentage of the test questions did not pertain to subjects covered by the study material listed in the *Training Publications for Advancement in Rating* (NavPers 10052-K).

I am specifically referring to questions on physics, word matching and algebra. This misunderstanding may have cost me a considerable amount of money, and it seems an unfair surprise for the CPO who is taking the test for the first time.—J. R. S., EMC, USN.

• The manuals listed in "*Training Publications for Advancement in Rating*" contain answers for only two of the three subjects covered by the examination.

The two subjects covered by the publication are supervisory and professional knowledge. The third category, not covered by the listed manuals, is common knowledge, sometimes referred to as reasoning ability.

Questions dealing with common knowledge on senior or master chief examinations will usually be of a mathematical, mechanical or verbal nature, and will not necessarily pertain to your specific rating.

The Summer-Fall 1962 issue of the "*Naval Training Bulletin*" suggests that prospective senior and master chiefs study the following publications:

• College Entrance Examination Study Material (limited distribution).

• High School Subjects Self-Taught (Navy-wide distribution).

• Basic Mathematics (Navy-wide distribution).

• Specialty Handbooks (limited distribution).

• Mathematics Review Books (Navy-wide distribution).

• Popular Psychology Books (Navy-wide distribution).

• Applicable USAFI books (Navy-wide distribution).

• Vocabulary Development Books (limited distribution).

This is only a partial listing of books which may improve your reasoning ability. (The order of listing does not indicate comparative value.)—ED.

Many sailors pride themselves on their knowledge of salty words and phrases. How salty are you?

1. A spider is a web-spinning arachnid. It's also a:

(a) Magnifying glass on a compass.



(b) Knot used for loading cargo from a pier.

(c) Jellyfish.

2. A jack-of-the-dust is a:

(a) Compartment cleaner.

(b) Commissaryman in charge of a provision issue room.

(c) Vacuum cleaner.

3. A monkey drill is a:

(a) Small drill used by dental technicians.

(b) Physical drill.

(c) Drill team composed of recruits.

4. An iron kelly is:

(a) An armed forces chess trophy.

(b) An instrument similar to a marlinspike.

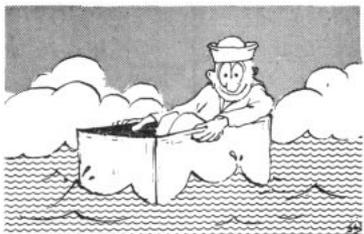
(c) A steel helmet worn during drills and exercises.

5. An informal group before which a Navyman might rehearse a presentation is called a:

(a) Review group.

(b) Murder board.

(c) Listening post.



6. A boat box is a:

(a) Box used for shipping small boats.

(b) First aid kit for use in a boat.

(c) Container for boat equipment and accessories.

Answers to Quiz Aweigh may be found on page 53.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**LIFESAVER**—Bruce E. Thon, DT3, USN, of Fleet Activities Yokosuka, Japan, gets Navy Commendation Award for rescue of shipmate from sea.

## Jackson Fires Polaris A-3

The newest member in the growing family of *Polaris* missiles has progressed from flat pad testing on the ground to successful launching from a submerged submarine.

The *Polaris A-3*, with a range of 2500 nautical miles, was launched down the Atlantic missile test zone from *uss Andrew Jackson* (SSBN 619) while the sub was cruising submerged off Cape Kennedy.

Both the launching and test flight were termed successful, and it is now believed the *A-3* will be operational-

ly ready for use aboard fleet ballistic missile subs (such as *Andrew Jackson*) sometime this year.

Though the launching from *Andrew Jackson* was a first for the *A-3*, flight testing had been underway since August 1962 from pads at Cape Kennedy, and from the surface test ship *uss Observation Island* (EAG 154).

The third generation *Polaris* more than doubles the range of the *A-1* (1200 nautical miles), and can go 1000 miles further than the currently operational *A-2*.

## Owens Visits Middle East

The destroyer *uss Robert A. Owens* (DD 827) recently took a side trip from Sixth Fleet activities in the Mediterranean and spent five weeks on a goodwill mission to the Middle East.

During this period the crew took advantage of numerous opportunities to further friendly relations between the United States and middle eastern countries through official calls, acts of assistance, distribution of textbooks, food and other materials. Highlighting *Owens'* Middle East stint were visits to Assab, Ethiopia; Colombo; Ceylon; and Aden.

*Owens'* first stop was Assab, a port not often visited by U. S. Navy ships. The CO, CDR E. A. Parke, USN, accompanied by the Governor of the Assab Division of Ethiopia, called on the local high school and presented a quantity of English language textbooks. Later the Governor and local officials toured *Owens*.

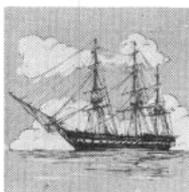
Next stop was Aden. This is the site of several large British military installations, as well as a regular port of call for ships of Her Majesty's Royal Navy. *Owens'* crew were entertained by the British during this visit, and exchanged calls with the crews of *HMS Eskimo* and *Salisbury*.

After further operations, a second visit was made to Aden. This time *Owens* presented 500 English language textbooks to an elementary and a high school, which are attended by Arab, British, Somali and Indian pupils. Baby food and cleaning equipment were presented to a charity clinic.

One evening a buffet dinner on board *Owens* was attended by 25 guests, including several Arab members of the Aden government, British advisors to the local government, members of the American Consulate in Aden, and officers of *uss Cone* (DD 866), which was also in port at the time. This event marked the first time a visiting U. S. Navy ship had entertained officials of the newly established local Arab government of the State of Aden.

Perhaps the high point of *Owens'*

## BUILDERS OF THE NAVY



In 1794 Joshua Humphreys was appointed by President Washington to design six frigates to combat the Barbary pirates. Humphreys believed American ships should be stronger, faster and more durable than anything the European powers could produce. In keeping with his beliefs, his ships had heavier batteries, thicker timbers, finer lines and stronger, stouter spars than ships produced in Europe. His designs were copied by the British Navy and two of his ships, *CONSTITUTION* and *CONSTELLATION*, played particularly prominent roles in early U. S. history.

deployment was the visit to Colombo, Ceylon. *Owens'* crew were warmly received. Baby food, cough medicine, toothpaste and shampoo were donated to a Buddhist orphanage and the National Council for Child and Youth Welfare, a Buddhist organization which operates homes for malnutrition cases, mentally retarded children, tuberculosis cases and orphans. Sets of encyclopedias were presented to two Buddhist universities.

Fifteen sailors volunteered to work for two days at another Buddhist orphanage. They painted a large dormitory room, refinished furniture, repaired a water cooler and generally sought to refurbish the building and grounds. As a parting gift they presented the home with a playground swing set.

On other occasions, 45 children from two other orphanages were entertained on board *Owens*. After guided tours of the ship, the children were served refreshments and shown movies.

*Owens* teams played two basketball games and one softball game against local teams.

Tours of the ship were conducted daily, with about 1000 persons responding.

*Owens* was commended in a message from COMDEASTFOR for her activities in the Middle East. The message read, "Upon your departure from the Middle East I desire to commend your efforts in supporting the Navy's mission in this area, and particularly the well planned and executed visit to Colombo, Ceylon. Your Handclasp program and civic assistance efforts by your crew also are noteworthy. Well done and smooth sailing."

### Smile! You May Be On TV

The long eye of television has increased the viewing power of air controlmen at the Naval Air Test Facility, Lakehurst, N. J. A closed circuit TV camera has been installed 2000 feet from the end of a newly extended runway — an area which, owing to the roll of the Lakehurst terrain, is out of eye shot in the control tower.

Two 16-inch monitors (viewing screens) located in the tower permit controlmen and engineers to watch certain phases of landing operations they couldn't see before. And, a



**AWARD GRABBER**—Helicopter Antisubmarine Squadron Three made clean sweep of 1963 helo awards while operating from *USS Intrepid* (CVS 11).

slow, sweeping check of the entire runway for obstructions can be made before communicating with pilots for landing clearance.

The camera is controlled in the tower. By flicking switches, air control operators can see any point on the runway. If he wishes, the air controlman can zoom in for close-ups of an aircraft as it passes by the camera after touchdown.

The camera itself is mounted on a 20-foot tower, 10,000 feet down the 12,000-foot landing strip. The control tower is 5000 feet from the camera and blind runway area.

### Two More Ships Commissioned

*Nathan Hale* (SSBN 623) and the guided missile frigate, *uss Dale* (DLG 19) were commissioned recently. *Nathan Hale* was the fourteenth fleet ballistic missile submarine to be commissioned.

*uss Dale* was named for Commodore Richard Dale who was first lieutenant of the *Bon Homme Richard* under John Paul Jones when *Serapis* was captured in 1779.

*Nathan Hale*, of course, was named for the American patriot who was hanged by the British during the Revolutionary War.

At the time *Nathan Hale* was commissioned, 10 of the 14 commissioned FBM submarines were deployed. Eleven others had been launched but not yet commissioned. Sixteen others were either under construction or authorized.

### HelasRon Three Hits Jackpot

Helicopter Antisubmarine Squadron Three has made a clean sweep of the 1963 helo awards. The squadron won the Battle Readiness Excellence Award, the Chief of Naval Operations Flight Safety Award and the Arnold Jay Isbell trophy for safety.

The squadron logged almost 7000 accident-free flight hours during the year and made 2000 day shipboard landings and 500 night carrier landings. They have safely flown over 18,000 hours since November 1960.

Helasron Three, flying the new SH-3A jet-powered helos, also helped their air group (Carrier Antisubmarine Air Group 56) win the Rhode Island Navy League "Red Rooster" award. The squadron operates aboard *uss Intrepid* (CVS 11), winner of the 1963 "A" award for ASW excellence.

### New Correspondence Courses

A correspondence course for advancement to Postal Clerk 3 and 2 has been released by the Bureau of Naval Personnel. The course is the first of its kind.

At the same time *Mineman 3* (NavPers 91334-1A) and *Mineman 2* (NavPers 91335-1) were superseded by *Mineman 3 and 2* (NavPers 91335-2).

*ECC Postal Clerk 3 and 2* (NavPers 91401-3) consists of five assignments and is unclassified. *ECC Mineman 3 and 2* is made up of six assignments and is confidential.

**Optical Man Makes Sweet Music**

Naval installations throughout the world are usually well able to supply their people with equipment necessary to indulge their sports and hobbies. However, even the biggest and best shops would be hard put to supply Robert L. Mattingly, OM2, with the gear required for his creation of first-rate classical and flamenco guitars.

In 1958, Mattingly, a five-year Navyman, picked up an inexpensive classical guitar in Japan and taught himself how to play. By 1960, his skill as a musician had so outgrown his instrument's capabilities that he began shopping around for a quality guitar. They cost too much, so he tried his hand at making his own.

He gathered together what scant reading material was available on the subject, borrowed a quality instrument to use as a guide and went to work. Since he began producing guitars, they have been snatched up by amateur and professional guitarists alike and Mattingly has found himself in the enviable position of having the demand for his instruments exceed the supply.

In the construction of his guitars, Mattingly uses only the finest quality woods which he imports from Spain, Germany, India, Yugoslavia and South America. His sounding boards are made of silver spruce, his fingerboards are of ebony from the Congo.

The frets on a Mattingly fingerboard are of German silver which he painstakingly inlays into the ebony

and the guitar's sound holes are each inlaid with about 4000 1/32-inch squares of wood which are set in place with the aid of tweezers.

After the woods of his guitars are shaped and glued together in the proper places, Mattingly applies five coats of hand rubbed varnish and one coat of French polish before he is ready to string the guitar and tune it.

When Mattingly isn't working at being a Navyman or making guitars, he performs in coffee houses, at parties, on the radio, and gives guitar lessons. Mattingly likes his avocation so well he intends to produce guitars as a full-time career when he retires from the Navy.

By that time, he hopes, his skill will be so highly developed that even the masters of the guitar will be playing a Mattingly instrument.

—Joe Tom Davis, SN, USN.

**Hancock Liberty, New Style**

The Navyman on board *uss Hancock* (CVA 19), like all other sailors in the world, knew Hong Kong was a good liberty port. They also knew that, along with the floating restaurants and fabulous bargains, there were acres and acres of human flotsam—the backwash of Communist oppression on the mainland.

Many in Hong Kong work to alleviate the misery of these refugees, most of whom arrive in the British Crown Colony dead broke. Among the workers are the Maryknoll missionaries who establish resettlement areas. Another is Dr. Jim Turpin,

whose *Project Concern* helps give medical aid to the 200,000 "boat people" in Hong Kong who spend their entire lives on the water.

The people in the Maryknoll resettlement areas are supplied with food made from U. S. surplus flour, powdered milk and cornmeal.

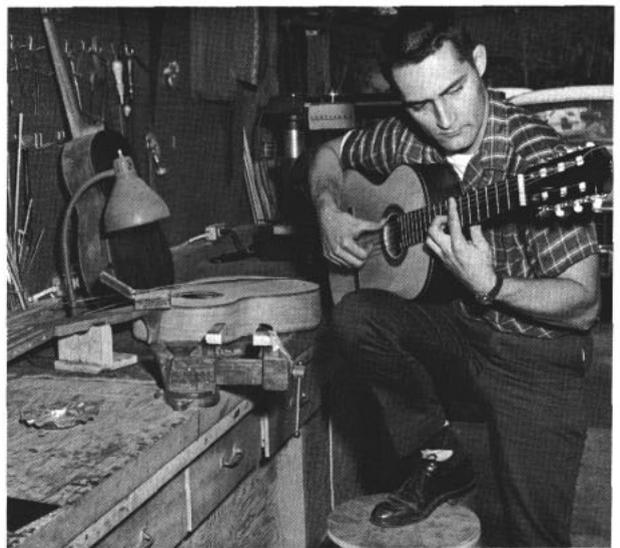
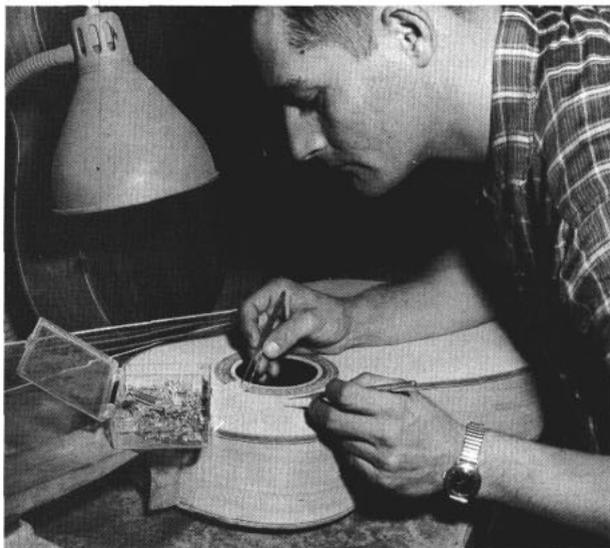
These American groceries are converted into Chinese noodles by refugees in factories built by the Maryknoll missionaries. The only shortcoming in the plan was that many more noodle factories were needed to feed the continuing flow of refugees.

The difficulty for Dr. Jim Turpin was not necessarily the 300 patients who visited his floating clinic each day, but those who were unable to reach the clinic because they lacked transportation.

In short, the problem—reduced to manageable proportions — was another noodle factory for the Maryknoll fathers and a 36-foot water ambulance for Dr. Turpin. The men on board *Hancock* thought about \$5000 would do the trick.

Even for a ship like *Hancock*, \$5000 represented a big bite out of each man's liberty funds. Her dental division, for example, contributed over \$14 per man, while her photographers donated more than nine dollars each. Other divisions in the ship were also generous.

All the contributions made by *Hancock's* crew added up to food for many who would otherwise have gone hungry and medical aid for those who would have suffered.



MUSIC MAN—R. L. Mattingly, OM2, USN, decorates guitar he's building. (Rt.) Mattingly plays one of his creations.

## Tandem Sub

A highly maneuverable model submarine which does not use diving planes, rudders or standard screws is undergoing feasibility tests by the Navy. Control and power for the 18-foot model are furnished by two rotating, blade-studded bands which encircle the hull near the bow and stern.

The design could conceivably make conventional, screw-driven submarines obsolete. However, even if accepted by the Navy, the first operational tandem propeller craft would not appear for a number of years.

If the concept proves feasible a larger prototype will probably be built. Then, in several years, small research craft designed to dive deep into the ocean might employ the new method of propulsion and control.

Each of the two bands on the model submarine holds 12 short, individually adjustable blades. Motion is controlled by varying the pitch of each blade during the revolution cycle. To ascend, for instance, the pitch of each blade is greatest on the downward cycle. The resulting downward force pushes the craft upward.

The experimental system has several advantages in addition to increased maneuverability. The absence of propellers at the extreme after end would enable the submarine to launch weapons through the stern or to tow objects, neither of which can be done with present-day subs.

Silence is another feature. The tandem propellers rotate more slowly than conventional screws—not more than 50 rpm—so they make very little sound. Because of the slow movement the individual blades carry comparatively light loads and create no cavitation.

The two bands rotate in opposite directions to minimize torque problems, and can drive the submarine through the water at speeds comparable to those of screw-powered undersea vehicles. The blade adjustment can also be used to control the attitude of the submarine at low speeds when standard runners and diving planes are useless.

In effect the bands are part of an inside-out electrical motor. The bands act as a moving armature and circle the stationary electric field next to the hull of the sub. The

## Moving Up the Ladder

In 1946 an Iowa youth joined the Navy to get away from school and studies.

However, it didn't quite work that way. Immediately after he finished boot camp, destiny and BuPers sent him to electronics school. Then to a 28-week advanced ET course, then to a 52-week electronics school, then a four-week electronics school, and finally to instructor's school.

After his first school he must have yielded to the inevitable or had a change of heart, for he graduated near the top of his Navy classes in the last four courses.

By the time he was accepted for participation in the Navy Enlisted Scientific Education Program (NESEP), his attitude toward study had already brought results—he was a master chief electronics technician.

Some weeks ago he reached the pinnacle of his scholastic career when he graduated high in his college class after a four-year NESEP course, completed Officer Candidate School and was commissioned a lieutenant (junior grade).

He had been accepted for NESEP in 1959 and, at the same time, was chosen for a commission under the LDO program. After careful consideration the young man, Donald O. Burrell, decided to turn down the LDO commission in favor of a NESEP college education. Through that program he entered Kansas University's Electrical Engineering School, and in four years never missed the dean's list for academic achievement. Of a possible top mark of 3.0 Burrell graduated with a high 2.8 average.

While a NESEP student, he was commended for his willingness to



LTJG Donald O. Burrell, USN

assist other students who were having difficulties.

After receiving his diploma in Kansas, Burrell was ordered to the Officer Candidate School at Newport, R. I., where he completed the school 14th in a class of 955. While at OCS his leadership qualities won him the Kiwanis Club Award, which consisted of an officer's cap to go with his commission.

Vice Admiral Smedberg, Chief of Naval Personnel, cited the new officer's achievements as an enviable goal for all young men who choose the Navy as a career.

LTJG Burrell was born in Mason City, Iowa, in 1928 and enlisted as a seaman recruit on 3 July 1946. Twelve years later he was a master chief. He earned the World War II Victory Medal, the Navy Occupation Service Medal, the China Service Medal, the Korean Service Medal, the National Defense Service Medal, the United Nations Service Medal and the Good Conduct Medal.

electrical system was tested before the submarine was delivered to the Navy.

The model was constructed in Holland. Tests are scheduled to be concluded in April.

## New England Commissioned

A new guided missile frigate, *uss England* (DLG 22), was commissioned on 7 December at Long Beach, Calif. The ship was named for Ensign John C. England, USNR,

who was killed 7 Dec 1941 while serving aboard the battleship *uss Oklahoma* (BB 37).

The frigate is the second *uss England*. The first was DE 645, a destroyer escort which sank six enemy submarines during one 12-day period of World War II and won the Presidential Unit Citation for her antisubmarine warfare record.

The newest *England* will be homeported in Long Beach, Calif., as a unit of CRUDESFLT Three.



### Bureau Receives Famed Historical Paintings

*Framed reproductions of The Signing of The Declaration of Independence, painted by COL John Trumbull, who served in the Continental Army, and The Signing of the Constitution of the United States, by Howard Chandler Christy, have been donated to the Bureau of Naval Personnel by the Society of the Cincinnati. Accepting for the Bureau is VADM W. R. Smedberg, III, (right), Chief of Naval Personnel. RADM J. W. McElroy, USNR (Ret.), a member of the Society, makes the presentation.*

*These prints were selected by the Society because, in its opinion, they represent the two greatest events in American history and should serve as a constant reminder to naval personnel of the importance of these events, and how former naval officers and men have fought for their preservation.*

*The Society has also made the reproductions available to selected Navy Recruiting Offices across the United States. As additional prints become available, all Navy Recruiting Offices will be provided with them.*

### No Washday Blues for VT2

There's singing in the wash rack at Whiting Field. "Blasts the dirt right down the drain" —that's what members of Training Squadron Two are singing. They're referring to their new homemade steam jenny — one that takes a lot of the muscular pain out of washing down aircraft and transforms the task into a near pleasure.

It wasn't always like this. Only a short time ago VT2 had as many headaches as any other outfit, trying to keep the standard electric-kerosene steam jenny in operation and off the junk heap. When it was broken down, there was always the delay getting parts to repair it.

And, even when it worked, it wasn't what you'd call the answer to a plane washer's dream. Grease and dirt were reluctant to loosen their grip on the aircraft when prodded

only by the low pressure of the old jenny's steam spray, so a lot of elbow grease was needed to complete the job properly.

And many's the time the old jenny threatened to blow up.

Now that's all changed. Two men —LT Harvey Teagle, VT2 Ground Support Equipment Officer, and Gordon Jones, the base public works inspector—combining their engineering talents, manufactured a new rig. It uses live steam piped from the station's boilers instead of depending on the fickle kerosene heater to manufacture steam.

The inventors machined a larger steam nozzle and attached it to a hose larger than the one that was used on the old jenny, giving their rig more steam pressure. Then they installed a device which mixes liquid soap with the steam.

Total cost of the new installation

was \$233, considerably less than the overhaul cost of the old system. Now crews can clean 15 aircraft a day instead of 10, with less effort.

(The Bureau of Naval Weapons has assigned projects to the Naval Air Station, Alameda, and Marine Corps Air Station, Cherry Point, to study cleaning requirements and modernize cleaning equipment and facilities. As a result of this program the Naval Air Station has developed a new, portable, high pressure cleaning machine which is now available to the Fleet under Federal Stock Number Rx 4920-986-0809-S030, and is preparing a specification covering a new portable steam cleaning machine which is a great improvement over existing steam cleaners.—Ed.)

### Hey, Fellas! — Pipe This

U. S. Navymen mean many things to many people overseas. In the small village of Mabayo in the Philippine Islands, Navymen will be remembered primarily for one thing: they gave the people running water.

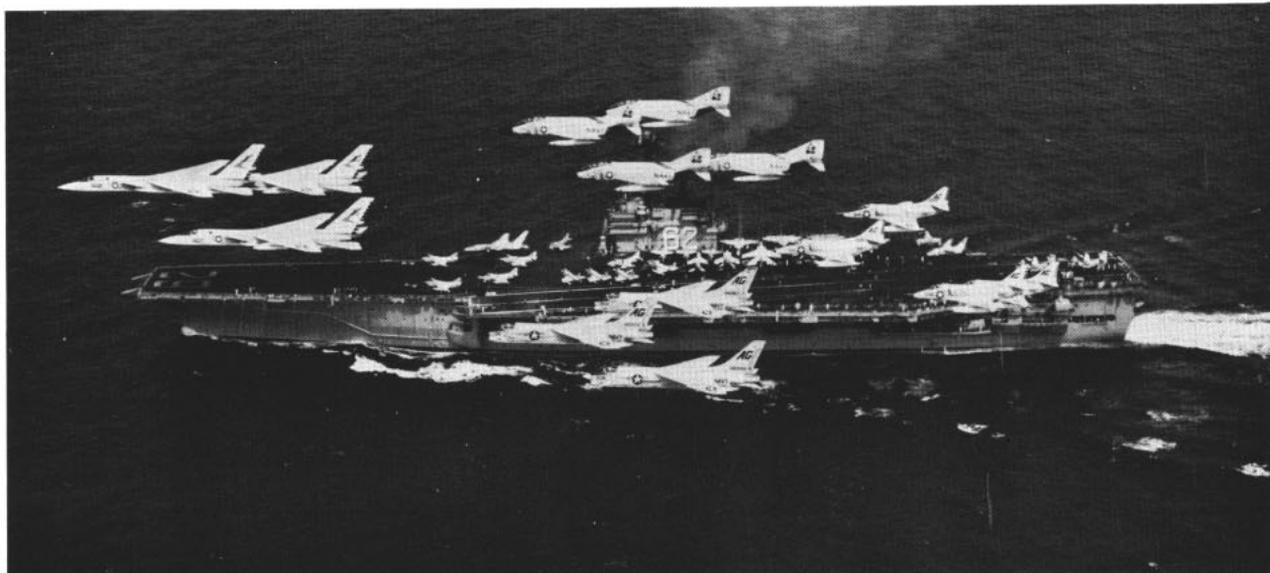
The villagers did not have this amenity of civilization when crewmembers of *uss Pollux* (AKS 4) first visited them. They had to trudge uphill for about a mile through dense jungle and carry their water back from a creek.

Mabayo is a small fishing village on the Bataan peninsula about 10 miles from the U. S. naval base at Subic Bay. The villagers live in rows of thatched bamboo huts, situated between the rain forest and the lagoon which opens to the South China Sea.

There is one dusty road through the village, wide enough for four men to walk abreast. Children run around half-naked. The villagers do not have much—they live hand to mouth. But of all the things they lack, compared to the industrialized sections of the Philippines, nothing has worked a hardship greater than the inconvenience of being without water.

Though Mabayo is in an area of high rainfall, the water drains quickly from the land. Even at the height of the rainy season the creek does not stay above its normal level for long. The villagers neither knew the way, nor had the means, to harness a water supply for themselves.

*Pollux*, homeported in Yokosuka, Japan, makes frequent trips to Subic



AIRCRAFT OF CAG-7 fly in diamond formation while passing to port of USS Independence in the Mediterranean.

Bay, and the crew somehow learned of the plight of the Mabayo villagers. They decided to do what they could to help.

First, the situation was surveyed by a party from *Pollux*. Pumping a few thousand gallons of water into some jury-rigged storage facility would provide only temporary relief, they decided. They thought it would be best to work out a more permanent solution to the problem.

One of the members of the first survey party from *Pollux* was a midshipman from the Philippines, attending the U. S. Naval Academy, who was on his summer cruise. He acted as interpreter and enlisted the help of the villagers in a scheme to pipe water down from the creek.

The *Pollux* survey party decided that the least expensive and most positive way of assuring a safe, reliable and adequate water supply would be to build a small dam across the creek. From the dam a pipeline would be run through the jungle to the village. The pipe would be laid along both sides of the road, with a tap outlet at each hut.

Personal contributions by crewmembers of *Pollux* financed the purchase of the necessary supplies—cement, sand, tap fittings, and pipe of various diameters.

Work was begun first on the dam, then the pipe was laid through clearings in the snake-infested jungle. Here the villagers with their machetes were of invaluable assistance.

The rainy season and long periods at sea for *Pollux* caused the project

to move at a slow pace. But after six months, having overcome every conceivable obstacle, the task was completed. For the first time in history the villagers of Mabayo now enjoy the convenience of a continuous supply of fresh water at their doorsteps. To celebrate the event the men of *Pollux* were invited to a gay fiesta.

### Silent Language

Silent language is the specialty of a *uss Ajax* (AR 6) Navyman in Yokosuka, Japan. John A. Lusk, ET2, spends his off-duty hours teaching a group of Japanese deaf teenagers the English version of sign language and lip-reading.

His teaching is conducted after school hours on the grounds of the Yokosukashi Shiritsu Ro School or in private homes. Lusk spends an average of four nights a week with his students.

English sign language is almost completely new to the Japanese children. Although the English version is similar to European sign languages, no such similarity exists between the English and the Japanese.

Many Navy men teach verbal English to Japanese groups, and most of them pick up a smattering of spoken Japanese in the process. Lusk's experience has been similar, except he has learned to read and write Japanese but has had little opportunity to learn to speak it well.

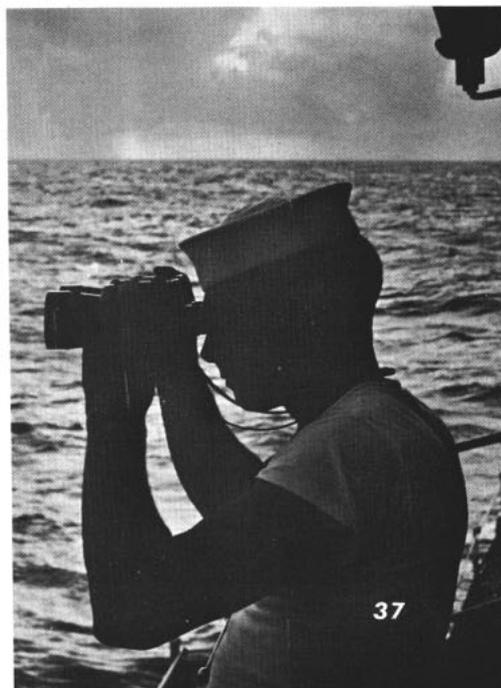
The *Ajax* sailor learned to speak English sign language while attending a university in Texas before his

enlistment in the Navy. While at the school he volunteered to be a boat instructor for a group of deaf students and, in the process of teaching them boating, he learned their language.

When the ship enters Sasebo, Lusk spends his liberty hours with the youngsters at the city's World Mission to Children Orphanage.

Lusk intends to enroll in a bible institute in Chicago after he is separated from the Navy, and then return to Japan in 1967 as a missionary to the deaf on the Japanese island of Kyushu.

**EYEBALLING**—Modern-day detection devices haven't reduced demand for sharp-eyed visual lookouts at sea.





THE HEAVY cruiser USS Los Angeles (CA 135), commissioned July 1945 and third ship named for the West Coast city, joins mothball fleet.

### Los Angeles Retires

After many years of Pacific operations, *uss Los Angeles* (CA 135) has retired to the mothball fleet.

The heavy cruiser went into retirement at the Long Beach Naval Shipyard, bringing to a close—at least for the time being—a career that included a fair share of action and plenty of travel.

*Los Angeles* was built in Philadelphia and commissioned in July 1945. The cost of her construction was contributed by residents of Los Angeles through an 80-million-dollar war bond campaign. (*Los Angeles* was the third U. S. Navy ship named after the city. A World War I tanker and an airship also bore the name.)

By the time the cruiser had been shaken down, it was too late for her to play an active part in World War II.

She operated in the Shanghai-Hong Kong area until November 1947, then joined the Reserve Fleet.

Out of reserve for Korea, *Los Angeles* participated in the United Nations action from June 1951 to April 1953. (During one action, future CNO ADM Arleigh A. Burke observed that "*Los Angeles* is the only ship I have ever seen loading ammunition on one side and firing it off just as fast on the other.")

After Korea, *Los Angeles* again saw service off the China coast.

Working with the 7th Fleet over the years, *Los Angeles* made many cruises to the Far East and partici-

pated in countless operations.

She also served two years with the First Fleet, operating off the coast of California.

### Those Dam CBs Are Everywhere

Seabees are frequently found building things in exotic places, so it should come as no surprise that Seabee Technical Assistance Team (STAT) 0902 is building an earth-compacted dam near the villages of Warin and Ban Khae in northeastern Thailand.

STAT 0902 numbers 14 volunteers who have been working since June on the Ban Khae Dam which, when completed, will insure a supply of water for the surrounding area during the dry season.

The Ban Khae Dam is the first of five small irrigation dams to be built by the Seabees in Northern Thailand.

The STAT teams are serving as a part of the Thai Community Development Program assisted by the Agency for International Development. Logistic support for the team is being furnished by the Joint U. S. Military Advisory Group in Thailand.

The Technical Assistance Team was organized early in 1962 from volunteers who had no inkling as to what their assignment would be. They underwent rigorous training at Mobile Construction Battalion Nine Headquarters at Camp Kinser, Okinawa, before being assigned to the dam-building project in Thailand.

On Memorial Day 1963, the Sea-

bees rolled into Warin with 20 pieces of heavy equipment and set up shop.

As usual, the Seabees haven't confined their energies to construction. The Thai SEATO Center at Ubon sent 10 students to work with and learn from the Seabees.

During the construction of the dam, the students have become skilled construction workers capable of handling future jobs by themselves.

Although the men work long hours, they have made time to participate in village activities. It was their idea to borrow a screen and projector to show U. S. documentary films in the Thai language to the villagers.

They have also shared their well-stocked dispensary to treat the people's ills and have divided many a dinner hour between eating and participating in ball games with the village kids.

They also devoted more than three precious hours to hauling a water buffalo from an abandoned well into which it had fallen.

The finished dam will measure approximately 1350 by 60 feet and will irrigate rice paddies for miles around.

For the people around Warin and the smaller village of Ban Khae, the dam will mean fuller stomachs and a better life.

For the United States, it will mean infinite good will from the people of Thailand.

—PFC Stuart Gorin

### Schofield Launched

The guided missile escort *Schofield* (DEG 3), third in a class of missile-armed escort ships designed for antisubmarine operations, was launched at Seattle, Wash., in December.

She will be fitted out with a *Tar-tar* guided missile installation, one five-inch 38-caliber gun, antisubmarine torpedoes, antisubmarine rockets (*Asroc*) and a drone antisubmarine helicopter (*Dash*).

The ship is named in honor of RADM F. H. Schofield, USN, who during World War I served as a member of the Advisory Staff in Paris during the preparation of the naval terms for peace with Germany.

*Schofield* is 415 feet long with a beam of 44 feet and has a full load displacement of 3400 tons. The estimated commissioning date of the guided missile escort is not given.



**WATER WORKS**—MCB Six distillation plant made fresh water from the sea.

## The Greeks Have a Word for Them

SOMETIMES SEABEES CARRY out their base-building activities in strange, fascinating lands—such as Greece. At any rate, that's where the men of Mobile Construction Battalion Six have just built a naval communications station.

The station will become a link in our worldwide communications system. Much of the work involved procedures with which the talented Seabees are well familiar, but the project was not without its peculiarities.

The work included erection of over 100 major antennas and 11 support buildings—a challenge in itself. Added to this were the complexities and toil involved in establishing and maintaining a camp site to serve as "home" during the deployment.

An advance party arrived at the construction site on the plains near Marathon, Greece, in late 1962, and began on-site preparations for the arrival of the main body of MCB-6.

They set up a camp site, using the eight-man, 16-feet by 32-feet tents which are familiar equipment to Seabees. Power was supplied to the camp by diesel generators, and distillation units commenced their endless task of supplying water. The Bees experienced the full dimension of advanced base living for which they are trained.

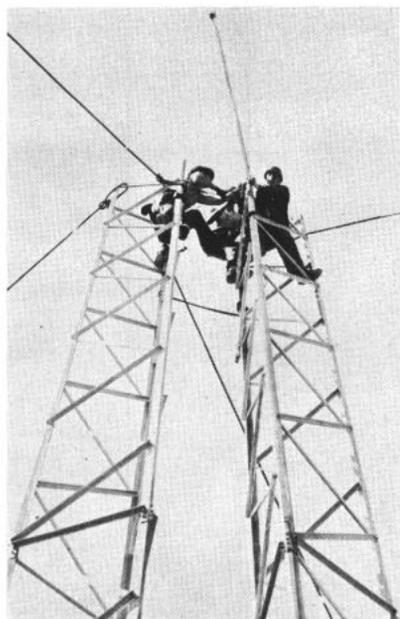
When the main body of the battalion arrived in February, Greece welcomed the 333 officers and men with one of its worst winters in years. Sleeping bags and foul weather gear were the Bees' only defense

against the icy winds and snow that followed.

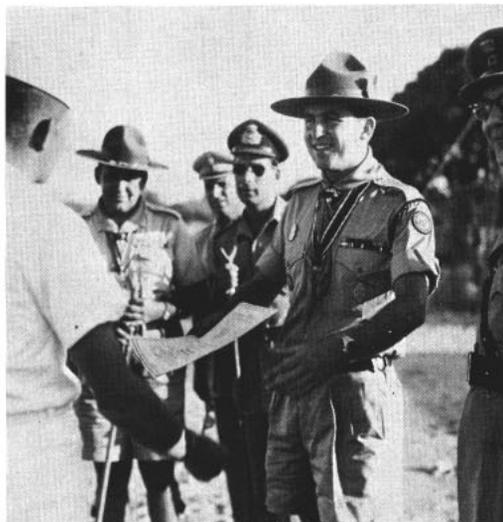
It takes more than that to divert Seabees, however. They sorted out the 18,214 tons of materials, put their 186 pieces of construction equipment to work, and *Presto*, up went the new station.

Meanwhile, small comforts were added to the campsite. An improvised Exchange began operations, a laundry went into operation, and a retreat was built. Soon they even enjoyed the luxury of running hot water.

The men of Six fulfilled another mission during this deployment. Because of their exemplary conduct and the friendliness they extended to the Greek people in surrounding communities, they were labeled "Ambassadors of Good Will" by the people of this ancient democracy.



**ON HIGH** — Seabees construct antenna for a naval communications station built at Marathon, Greece.



**RECRUITING**—Crown Prince Constantine of Greece is made honorary CB during visit. Below: Bulldozer challenges mud during construction work.





IN KEEPING with MCB-4 tradition, steelworkers raise flag over last piece of steel erected on a building at NAS Argentia, Newfoundland.

**Seabees Build on Okinawa**

Seabees are nomads at heart, but sometimes they show signs of domestication. Take the Seabees on Okinawa for instance. For years, they moved from home to home—Camp Kue, Marine Corps Air Facility Futema and, most recently, Camp Kubasaki on Buckner Bay

When the Marines at Camp Kinser moved out, however, the Navy staked a claim to Kinser's 355 acres. Here, in the middle of Okinawa, a Seabee community began emerging from the coral ridges and the patchwork farms to take its place beside Rota's Silver City and the Seabee Camp at Gitmo.

Except for its water supply and electricity (which it purchases from the Marines at nearby Camp Hague) it is a self-supporting, complete military community with medical and dental dispensaries, a 1300-man mess hall, EM club, CPO and officers' messes, ham radio shack, theater and other special services facilities.

The Ryukyus Exchange System operates a base exchange, laundry, drycleaning, tailor and barber shops there.

On the workaday side there are, in existence or under construction, all the warehouses, armories and shops necessary to provide the tender loving care necessary to keep the Seabees' standard allowance of basic construction items in operation.

Although no self-respecting Seabee would ever admit to liking his current station, Camp Kinser has

much to offer. Local cabs are at both gates to whisk the liberty-bound Seabee to nearby Koza City for the nominal sum of 35 cents, and an island-wide bus service is available.

Beaches, bowling alleys and other fixed recreational facilities abound on Okinawa.

The countryside around the camp is pleasantly dotted with green hills, rice paddies and red clay fields of sugar cane and pineapple. On the camp proper, the terrain and pine forests are ideal for infantry training.

Other unimproved land is licensed for farming by the nearby villagers, who make up an unending procession of farmers with sickles, mama-sans with bundles, kids, carts and critters.

The men of Camp Kinser keep themselves busy with a heavy schedule of both construction and military readiness training. In addition, they take on community relations projects such as hauling water to nearby villages each day to alleviate the effects of Okinawa's worst drought in a century.

The current quarters at Kinser are a collection of huts which, like the Seabees who occupy them, are veterans of other Pacific deployments. Later, the Seabees plan to move into more permanent facilities.

For the 'Bees, it will be a real pleasure to build a permanent home for themselves, for a change.

—Anson C. Perkins, CDR, USN.



REWARDING — B. J. Fielder, AD1, USNR, is congratulated by his CO after getting Navy Commendation Medal for saving a pilot's life.



SECNAV COMMENDATION for Achievement Award, pinned on chest of Frank D. Henderson, ETC, FTC, Newport, by CAPT Albert W. Cox.

**Fields Navy Commendation**

A Navy plane captain who rescued his pilot from a burning aircraft last March has been awarded the Navy Commendation Medal. The Navyman, Billie J. Fielder, AD1, is stationed at Grosse Ile, Mich.

Fielder's aircraft, a twin-engine C-117, crashed a mile from the Memphis, Tenn., Naval Air Station and caught fire upon impact. The passengers and crew were able to escape from the aircraft without difficulty, except for the pilot, who was slumped unconscious in his seat.

Plane Captain Fielder went to the pilot's aid, freed him from his seat and lifted him out of the cockpit window of the burning aircraft. Crewmates on the ground carried the aviator away.

No one was seriously injured in the crash. Escaping just before the flames enveloped the plane, Fielder suffered a hip injury. The pilot sustained cuts and bruises.

**Oak Ridge Commissioned**

The first floating drydock of the ARD type designed to accommodate *Polaris* submarines was commissioned at the Norfolk Naval Shipyard, Portsmouth, Va., in October. She is *uss Oak Ridge* (ARDM 1), named for Oak Ridge, Tenn.

*Oak Ridge* was converted from ARD 19 by lengthening it 42 feet and deepening it 11 feet. She is now 533 ft., 11 in. long and 81 ft. wide, with a lift capacity of 8000 tons. She will be manned by a crew of 110 enlisted and three officers.

**Top Straight Shooter**

Joseph J. Witherell, PR1, USN, of Training Squadron Two had never shot a pistol before he joined the Navy in 1955, but he recently was presented the highest Navy marksmanship award for pistol shooting, the Distinguished Pistol Shot badge.

The award, given by the Chief of Naval Personnel, is extremely difficult to attain. Only about three or four men qualify for it each year; only 119 have been awarded the badge since 1925, when recognition for exceptional performance in small arms in the Navy was started.

Witherell began shooting his way to small arms fame with a .45-caliber service pistol, winning several excellence-in-competition awards. He won the bronze award in 1959, the silver in 1962 and the gold in 1963. The gold one was won when he had a broken left arm.

These three awards combined were enough to qualify him for the distinguished badge.

Next Witherell plans to start shooting for the Distinguished Marksman badge for riflemen.

**Change of Command Is Big Hit**

It's a real thrill for a golfer to make a hole in one, and for CAPT W. B. Tracy, Jr., USN, Commanding Officer of NAS New Orleans, the feat was an occasion for a double celebration.

Tracy had just completed a change of command ceremony in which he assumed command of NAS New Orleans. It was the first time he had tried out the station's course.

On the seventh, a par three hole, he teed off with an eight iron, watched the ball bounce onto the green, then lost sight of it. It had plunked into the cup for his first hole in one in 26 years of golfing.

CAPT Tracy likes his new command.

**Judo Black Belt**

Hubert Ehrlich, YN3, USN, received his first degree black belt, or *shodan*, when he successfully demonstrated *nage no kata* for the Hiroshima Judo Society recently at the Hiroshima Sports Center.

*Nage no kata* consists of 18 general judo throws. Ehrlich's judges were Japanese instructors of the Judo Society.

Ehrlich is serving with Patrol Squadron 50, Fleet Air Wing Six.

# SIDELINE STRATEGY

**T**HERE ARE THESE three regulars in MCB-7 down in Gitmo. Look at them and you wouldn't think they were anything special. One is a personnelman chief, the other two are Seabees.

One day Don Norman, CE1, says to Bobby Reeves, EON3, "What do you say we start up a pistol team here in the battalion so we can shoot it up against those teams, on the other side of the base?"

Okay. So they learn how to hold a .45 pistol and start a pistol team. This PNC named Bob Kasper joins in it too.

Then it's the usual routine when people go all out over something for the first time, you know—practice, practice,

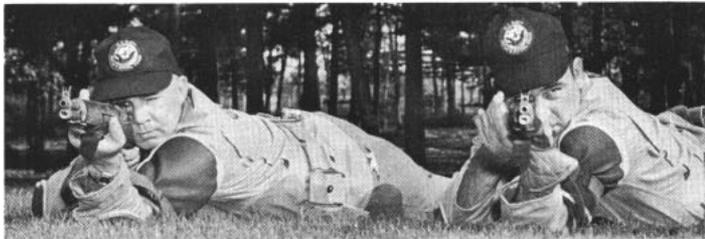
wins for them spots as COMTEN reps in Fleet competition.

At LANTFLEET in Jacksonville they deploy their forces across the board — no more messing around. They wind up second for teams in BOTH rifle and pistol shooting.

There's more.

Next, All-Navy shooting, where the team takes second in pistol and fourth in rifle. So they go on to the Inter-Service matches. Here they do well enough firing against the top shooters in all branches of the service to be invited to the sharpshooter's paradise—Camp Perry, Ohio, site of the U. S. National Championship matches. That's the top.

*Give it a try.* You just never



practice. But by and by they feel they're ready for the big time.

So they take their pistol team and enter the base league. What happens?—they beat everybody. Beginner's luck, no doubt.

Next scene, our pistol shooters have won berths for competition in the COMTEN matches. So away they go, for the good name of the Seabees.

They win, knocking off all comers and sewing up the COMTEN pistol title. Then, instead of just lolling around the rest of the week, they enter the COMTEN rifle competition. Had they shot rifles before? Nope!

Anyway, they all go ahead and place third in the rifle team competition, in spite of the novelty of the M-1. This

know until you do.

★ ★ ★

As coach of a losing soccer team that has a winning personality, ENS Joe Monroe of *uss Johnston* (DD 821) remarks, "We're building character this year."

For that job he has lots of cooperation from the other 10 soccer-playing crewmembers of this Med-deployed tin can. With almost less than no experience, this hardy lot is taking on teams from Italy, France and Turkey at their own game.

Though Goalie Monroe confesses openly that his boys achieved less than brilliant results in the point-scoring department, he is quick to add they never fail to put up a noble effort.

Bill Howard, JO1, USN.

**Here's Timetable for Fame And Glory for Navy Athletes**

Here's the 1964 schedule of All-Navy and Inter-Service sports championships—also a word to you athletes hopeful of participating in any of the listed events.

As you probably know, participation in any sports events leading to All-Navy championships is purely voluntary. What you may not know, or realize, is that if you're a high-caliber athlete the Navy *wants* you to give it a try.

In the first place, a good portion of the teams or individuals who qualify for All-Navy championships automatically go on to represent the Navy in Inter-Service competition. *And*, most of the Inter-Service championships are picking grounds for service personnel who will go on to represent the United States in international competition.

It's always good to have a sprin-

gling of Navymen on our international teams to help bring home the bacon.

The schedules recently released by the Bureau of Naval Personnel give the date and place for each event. Information such as squad sizes, rules, etc., will be released later. Also, the Bureau has assigned regional coordinators for 1964 preliminaries as follows:

- North Atlantic region: Potomac River Naval Command.
- South Atlantic region: Commandant Fifth Naval District.
- Pacific Coast region: Commandant 13th Naval District.
- Western Pacific region: Commandant 14th Naval District.
- Atlantic Fleet region: Commander Service Force, Atlantic Fleet.

The schedules:

**ALL-NAVY**

Basketball	2-7 March	Naval Station, Norfolk, Va.
Swimming	13-14 March	Naval Training Center, San Diego, Calif.
Volleyball	7-10 April	Naval Air Station, Memphis, Tenn.
Boxing	15-17 April	Naval Shipyard, Mare Island, Calif.
Bowling	19-22 May	Naval Station, Long Beach, Calif.
Tennis	27-31 July	Naval Station, Newport, R. I.
Golf	24-26 August	Naval Air Station, Whidbey Island, Wash.
Softball	14-18 September	Naval Training Center, Great Lakes, Ill.

**INTER-SERVICE**

Basketball	12-14 March	Lowry Air Force Base, Texas
Boxing	4-6 May	Camp Lejeune, N. C.
Track and Field	5-6 June	Marine Corps Schools, Quantico, Va.
Wrestling	9-13 June	U. S. Military Academy, West Point, N. Y.
Tennis	3-7 August	Naval Station, Newport, R. I.
Volleyball	13-15 August	Otis Air Force Base, Mass.
Golf	1-5 September	Fort Benning, Ga.

Note: All the above Inter-Service events except tennis and golf lead to Olympic trials.

10 per cent of your category. The next highest one-third of the top 10 per cent will receive silver, and the remainder, bronze.

Credit points toward the Distinguished badges are gained at the rate of 10 points for a gold, eight for silver and six for bronze awards.

To be eligible for a Navy Distinguished Badge you need a minimum of 30 credit points. These can be accumulated from year to year, but points are gained in a maximum of four recognized competitions in any one year. Normally these four should include the Atlantic or Pacific Fleet and All-Navy competitions.

However, when unable to participate in these you are authorized to fire for a maximum of 20 points in Army area, Marine division or Air Force command and regional matches. If you are successful in any of the above competitions, you will not earn Navy Excellence awards, but will earn points toward a Distinguished award.

Remember, you do not compete against individuals already "distinguished." That is, in qualifying for the top 10 per cent, you are competing against persons in your own class.

Also, Navymen already holding "legs" toward distinguished qualifications will automatically be credited with 20 points towards the Distinguished designation.

Navymen interested in competing in future annual events should contact the district small arms marksmanship instructor in their area. It's not too soon to get started now.

**Iron Men at Quonset**

Roger C. Carpenter, TD3, usN, is Fleet Air Quonset's "Iron Man," after outperforming 35 contenders in the first physical fitness tournament held at NAS Quonset Point, R. I. Carpenter clinched the title by doing 404 sit-ups in one of the six events in the tournament.

The physical fitness tournament was held to inspire new interest in the Navy's physical fitness program. Points were awarded on the basis of one for first place, two for second, three for third, etc., in each of the six events. The individual and team with the least number of total points won respective individual and team titles.

Individual top scorers in the five other events of the tournament were:

**Qualifying in Small Arms**

Proficiency in small arms marksmanship is a qualification of the sharp (shooting) Navyman and a sign of real distinction throughout the service. In order to provide for uniformity in all the armed services and to enhance even more the prestige of these awards, revised conditions went into effect at the beginning of 1963. Recent correspondence indicates that a lot of Navymen are not up on these changes, so they are listed below.

By firing the service pistol or rifle in several recognized competitions you can earn gold, silver and bronze Excellence - in - Competition Badges

which you are authorized to wear on your uniform.

In addition, by accumulating sufficient credit points in these competitions you can earn the Navy's highest award for small arms competition—the Distinguished Pistol Shot or Distinguished Marksman (rifle) badge.

Awards are made on the basis of individual performance. The highest scoring 10 per cent of all participants (excluding already "distinguished" shooters) will win Excellence-in-Competition awards in each competition.

The gold badge will be yours if your final pistol or rifle score ranks with the top one-sixth of the highest

- Pull-ups (24)—Richard M. Williams, AD3, USN.

- Push-ups (90) — LT Owen B. Lovejoy, USN.

- 300-yd. shuttle run (41.2 seconds); broad jump (9 ft., 2 in.); and jump and reach (29 in.)

—ENS G. G. Golden, USN.

### One Reason CBs Can Fight

There's a reason for the lively interest in boxing that exists in Mobile Construction Battalion One, and that reason is Chuck Preston, EOH2, USN.

Last year Preston managed the Construction Battalion Center, Davisville, R. I., boxing team for the First Naval District matches. The CBC team placed second in this tournament. Preston was then picked to coach the COMONE squad for the North Atlantic Regionals held in Bethesda, Md. His eight-man team won three bouts there. He was next selected by the coaches at Bethesda to coach and train the North Atlantic squad for the All-Navy finals. The team won the All-Navy title.

Preston's knowledge of boxing stems from his association with some of the game's best, and many years' experience in the ring.

In 1939, at age 14, he started fighting in the 112-lb class in the Police Athletic League of his hometown, Pittsburgh. He fought there until 1943, when he entered the Army. Then, on the Army special services squad, Preston fought on the same team with Joe Louis and Sugar Ray Robinson. Another acquaintance of his is Billy Conn.

Fighting as a middleweight in 1949, Preston won the All-Army crown. In 1955 he reached the finals in All-Navy competition.

Now Preston is sharing his knowledge of boxing with a few ring hopefuls in MCB-1, and it's a bet that more will be heard of them.

—Jerry Derrick, JOSN, USN

## 1964 CISM Calendar of Sports Events

The 1964 calendar of events for the 32-nation military sports organization, CISM, has been released.

The calendar was approved at the 18th General Assembly of CISM (Conseil International du Sport Militaire) held at Casablanca, Morocco, which was attended by representatives from 26 of the 32 member nations.

Another action of the General Assembly was the extension of invitations to Algeria and Senegal to join the 15-year-old organization. It was also decided that a liaison office will be established between Africa and CISM's permanent sec-

retariat in Brussels, Belgium, because of the interest Central African nations hold for CISM.

CISM holds annual championships in skiing, cross-country, boxing, basketball, wrestling, track and field, aerial pentathlon, fencing, military pentathlon, swimming, naval pentathlon, shooting, volleyball, modern pentathlon and soccer. Judo and parachuting will be added in 1964.

In 1963, the highest level of participation in CISM history was recorded, with 150 teams taking part in 12 competitions.

The calendar of 1964 events:

EVENT	DATE	LOCATION
Cross-country	22 Feb	Morocco
Ski Week	22 Feb-1 Mar	Sweden
Boxing	20-30 Apr	Tunisia
Modern Pentathlon	14-22 May	USA (Fort Sam Houston)
Judo	16-22 May	Korea
Wrestling	Second half May	Turkey
Parachuting	1-4 Jun	France
Volleyball	1-12 Jun	Holland
Swimming	10-20 Jun	Italy
Military Pentathlon	25 Jul-1 Aug	Norway
Sea Week (Naval Pentathlon)	2-9 Aug	USA (Naval Academy)
Track and Field	5-12 Aug	Spain
P.A.I.M. (Air Pentathlon)	15-25 Aug	Greece
Fencing	15 Aug-1 Sep	Argentina
Basketball	25 Aug-2 Sep	Syria
Soccer	Regional eliminations	Site of finals to be determined later
Shooting	No firm date	Switzerland may be host
First Executive Committee Meeting	2-4 Mar	Iraq
Second Executive Committee Meeting	First half Jul	USA (Military Academy)
19th General Assembly	First week in Nov	Mexico

### Bryce Canyon Has Pull

A double whaleboat race between crew members of USS *Bryce Canyon* (AD 36) and the Canadian fleet maintenance ship HMCS *Cape Breton* (ARE 100) in Pearl Harbor late last year resulted in one win and one defeat for each.

The races were conducted on a half-mile course between *Bryce Canyon's* berth at Ford Island and *Cape*

*Breton*, moored at destroyer row.

In the first race, with the U. S. enlisted men matched against *Cape Breton's* enlisted crew, the Canadians gained an early lead and remained ahead until the end, winning by four boat lengths.

The Canadians also gained an early lead in the officers' race, but were overtaken and defeated by *Bryce Canyon's* team.

OFFICERS' WHALEBOAT crew from USS *Bryce Canyon* (AD 36) leads Canadian challengers in race at Pearl Harbor.



# THE BULLETIN BOARD

## This Is the Account by a Former Navyman Who Wanted Out

The saying goes "The grass is always greener on the other side." Everyone knows this isn't always so. One such person—an ex-Navy Supply Corps lieutenant—recently wrote to the editor of the Supply Corps Monthly Newsletter saying:

"Having been in civilian industry for several months, I have tried to make a comparison of the potentials of both a Supply Corps future and one in industry. There is no comparison! If the enclosed article might prevent other young officers from making the same mistake I did, please publish it."

While this individual — who for obvious reasons wishes to remain anonymous — writes particularly about the Supply Corps, ALL HANDS has received permission to publish this report because we feel that what he has to say has applications much further afield.

**Y**ou have to be crazy to want to stay in the Navy." "Only a man without ambition would make the Supply Corps a career." "I can do better on the outside."

I'm sure nearly all of us have heard these statements made by young Supply Corps officers whenever the pros and cons of a Supply Corps career are discussed. Speaking from my own personal experience I can state, without qualification, that the above quotes are not valid.

I was a Supply Corps officer. In fact, I applied for and was augmented into the Regular Navy. Because of what I now must consider my ignorance or stupidity—no other words being suitable—I gave up my Regular commission, reverted to Reserve status and asked for release to inactive duty. I had heard statements similar to those above so often, I began to believe them and decided I *could* do better as a civilian; I *would* be lacking ambition if I failed to enter the business world that abounded with opportunity.

Civilian life has convinced me I was wrong—and if this article sways one officer from making my mistake,

All-Navy Cartoon Contest  
LCDR Billups E. Lodge, USN



"I sent him to the bilges to look for the Golden Rivet . . . and he found a gold watch."

I will consider the writing of it worthwhile.

I left the Navy to take a position as a contract administrator with a subsidiary of a large chemical corporation. I was offered a salary nearly \$1500 in excess of what I made as a Navy lieutenant. Shock number one came when I brought my first paycheck home. The number of dollars *more* I actually brought home could be counted on the fingers of my hands. My federal income tax deduction was more than doubled, as was my Social Security payment.

A quick computation also indicated that the much higher income tax deduction would not eliminate the need to pay several hundred dollars additional tax when I submit my return.

New deductions appeared on my pay record. A healthy deduction was required to insure my good standing in the company's retirement program. A monthly fee was withheld from my salary to cover my participation in the group medical program provided. All in all, the \$1500 salary increase virtually disappeared before

it reached my pocket.

Not only was it now necessary to make a monthly payment to cover my medical insurance program, but also my monthly financial budget now included numerous doctor bills which did not appear while I was on active duty. Though my employer's medical program is probably one of the best in industry, it did not cover routine doctor visits, the full amount of having my daughter's tonsils removed, or the medical care my wife required in the nine months prior to her delivery of our last child.

I SUDDENLY REALIZED that my Navy pay wasn't so bad after all and the particular fringe benefit called medical care could not be matched by civilian industry.

In a comparison of leave policy, civilian industry again came out second best. Whereas military leave is earned at two and a half days per month of active service, leave or vacation in the industry I know is earned at five sixths of a day per month. Ten-day vacations are allowed individuals working with my company. After 10 years, vacations are increased to 15 days and after 20 years' service, employees are authorized 20 days' leave per year. A lifetime of employment with a civilian company does not provide the number of days' leave per year the military provides individuals from the onset of their careers.

The civilian retirement programs were my next disillusionment. I had not expected to join a retirement program that would allow me to start collecting benefits after 20 years as the Navy allows. However, neither did I expect to have to contribute so much to receive so little at age 65. My contribution toward my retirement annuity amounts to three per cent of my salary annually. Yet, at age 65, after 35 years with an organization and assuming I never change employers, my annual pension check would not come near one half of my regular working salary.

THINK my biggest disappointment in my civilian position was the lack of responsibility provided. I had assumed my salary would warrant a substantial degree of responsibility. However, this was not the case. The company limited my authority and virtually made me feel like a boot seaman having to learn every phase and function of the operations.

Having been assigned to responsible Supply Corps billets during my naval time, I found my new, carefully supervised assignment completely dissatisfying. I had failed to see the faith and trust the Navy had in my abilities and efforts until I was placed in a position where this confidence in my ability did not exist.

The military promotion procedure, though not perfect, is a vast improvement over any I have encountered in industry. The old adage that you are promoted when your boss dies is still quite prevalent in today's business world, but even the death of an immediate supervisor does not always assure promotion.

Every civilian company, when attempting to lure you into its employ, will insist it promotes from within, and that advancement opportunities abound in the organization. But in my first six months with my present employer I have seen the company bring in a new purchasing agent, hire a new manager for a special contracts department, and employ an outsider as the company's records manager.

All were brought in from outside the company on the grounds that no one in their 30,000-employee organization had the abilities or experience needed. This indicates to me that "promotion from within" is a convenient catch phrase of personnel departments rather than an effective advancement policy of companies.

THERE ARE MANY other aspects of Navy life both my wife and I miss. No longer can we look forward to the excitement when orders are due to arrive. No longer do we feel we are actively participating in the protection of our country and its future. The sense of doing something important, something vital, is now missing.

Most of all, we miss the pleasant,

friendly relationships we enjoyed with fellow officers and their families. In my present civilian position, my wife has yet to meet any of my co-workers, their wives or families. The only knowledge she has of my department head, my immediate supervisor or my associates is what I tell her. We have not been invited to call on my superiors. Courtesy calls are not part of civilian life.

When we moved to our present location in conjunction with my accepting my present position, no one asked whether we needed help, nor did anyone at my new plant offer assistance. What a difference from Supply Corps life and its associations.

The next time someone tells me a Supply Corps career is not challenging or responsible, he had better

be ready for a lengthy rebuttal. I have experienced both the challenges of the Corps and the challenges of civilian industry and there is no shred of doubt in my mind where the most opportune future lies.

If this afternoon's mail brought me orders to active duty and the chance to make a career out of the Navy, I'd be ready and on my way by tomorrow morning. That's how convinced I am that the Navy is the place for the man with ambition.

*Although all Navymen will probably never agree on the prospects of life "outside," the discussion is an important one.*

*One opinion, however, no matter how strong, remains one opinion. So we'd like to hear of other, similar experiences.*

## WAY BACK WHEN

### Pearl's Tank Farm

During World War II more than 3000 men labored with rock-drilling equipment to carve an underground tank farm beneath Red Hill on Hawaii's island of Oahu.

The farm contains 20 tanks, ranged side by side, extending at 100-foot intervals into the bowels of the hill. Each capsule-shaped tank is 250 feet high and 100 feet in diameter. Altogether they can hold 252 million gallons of oil—enough to fill about 60 tankers.

The tops of the tanks lie from 110 to 175 feet beneath the surface of the hill. The tanks extend downward to a surface 150 feet above sea level. They are connected with the Pearl Harbor Naval Base's fuel docks by a three-and-one-half mile tunnel which accommodates the pipe lines and runs uphill from the entrance through a subterranean pump house. At intervals, there are

steel doors which close automatically to prevent flooding.

Transportation in the tunnel and the tank farm is provided by a subway which will never take prizes for comfort or aesthetics. It consists of a stubby yellow machine which clatters along a narrow track and pulls two wire enclosed cars in which passengers ride.

The train's speed is about 15 miles per hour and, when it rounds a curve, its wheels shriek with the gusto of a thousand banshees.

The train travels along the tunnel at the base of the tanks. An elevator leads to the upper access tunnel from which the tanks can be entered.

The access hatches to the tanks are about 50 feet below the dome. A catwalk extends to the center of the tank to a compressed air elevator scaffold which was used during the tanks' construction.

When the tank farm was new, its existence was a top secret. Since World War II, however, it has ceased to be considered hush-hush—although it is understandably not one of Hawaii's tourist attractions.

The Navy considers the subterranean farm safe from anything except a direct hit from a nuclear bomb. Its safety may account for the fact that the Navy will soon convert the four tanks farthest inland and most deeply buried in the rock to hold aviation gasoline and jet fuel.

These tanks will be cleaned and fitted with fireproof bulkheads. Miles of new pipelines will be installed to carry fuel for a changing Navy to the sea where ships will transport it to the missiles and aircraft of the Pacific Fleet.



## Navy Duty in Scotland Is a Once-in-a-Lifetime Opportunity

WE CAN ONLY assume, after reading information concerning living conditions in Edzell, Scotland, that any Navyman and his family receiving orders to the facility located near that village are pretty lucky people. The situation sounds ideal, despite an average temperature in the middle 50s and, to quote the pamphlet "the wind from the North Sea is often present in the winter, and warm clothing for the entire family is essential."

The scenery on and around the base is reputed to be some of the finest in Scotland.

Beyond the flat country which begins at the sea, the level of the land gradually rises to the foothills of the Grampian Mountains, the gateway to the Western Highlands of Scotland, where small burns (small rivers) run into magnificent lochs (lakes) and deer run wild through the heather. The hills abound with game birds and the streams are full of salmon and sea trout.

(Golly! It must be unusual. Just fancy an official naval publication waxing poetic.) Many famous Scottish battles took place in this area, and the castles that housed the chiefs of the participating clans are located roundabout.

Surrounding the village are pine woods where the air is fresh and bracing. Beautiful walks and pleasant excursions may be taken in every direction, including a visit to historic Edzell Castle, the ancestral home of the famous Lindsay Clan. The rendezvous of kings and princes, American millionaires and Indian maharajahs, Edzell is claimed to be "the healthiest spot in Scotland."

Near Edzell is the village of Fettercairn which is known for its Macbeth associations. The ruins of the old castle of Kincardine, once a royal court, are also close by this village.

One word of warning about your future neighbors. They are not English, they are Scots. One refers to them as "Scottish" or "Scots," but never as the "Scotch." The latter term is reserved solely for their famous whisky (not "whiskey").

**If arrival is by ship:** Usual disembarkation is at Southampton, Eng-

land. Proceed to London either by bus provided by COMNAVACTS UK or by train (if bus not available), and upon arrival in London take the train to Montrose, Angus, Scotland. The fare from London to Montrose is about £5 for an adult and £1 and 4 shillings for a child. This is reduced "forces leave" rates available for servicemen upon presentation of their identification card and for military dependents upon proper identification.

**If arrival is by air:** If disembarkation is at Mildenhall, England, proceed to London and follow the remainder of the instructions for arrival by ship. If disembarkation is at Prestwick, Scotland, proceed by train to Bridge-of-Dun Station, Scotland. Do not let anyone at Prestwick talk you into a bus or train trip to any other place in Scotland but the Bridge-of-Dun. Not, that is, if you want to get to Edzell.

Hotel reservations will be made for officers and married enlisted personnel if the command is advised of the approximate date of arrival. Advance reservations are essential during the summer tourist season (June-September).

**British money:** The pound sterling (£) is valued at approximately \$2.80, and is composed of 20 shillings. A shilling is valued at 14 cents. Other units of exchange are: 10-shilling notes (\$1.40), half crown, or two and one-half shillings (35 cents), two-shilling piece (28 cents),

six pence (seven cents), three pence (pronounced "thrupence") (three and one-half cents), penny (one cent), and half-penny (pronounced "hayp'nee") (one-half cent).

**Banking:** Most of the banks in this area maintain "external" checking accounts for the benefit of U. S. naval personnel. Checks on these accounts may be written in either U. S. dollars or pounds sterling. The Edzell branch of the Bank of Scotland has been appointed as a depository for U. S. currency, and keeps a supply of dollars to accommodate base personnel. Stateside accounts may be paid by check drawn on the Edzell branch of the Bank of Scotland for a fee of about 42 cents per check. The Edzell bank will honor most stateside checks for cashing and/or depositing.

**On-Station Housing:** All on-station housing is completely furnished, including carpeting, except for dishes, cutlery, bedding, linen and other items of this nature.

**Enlisted:** Forty MEMQ public quarters are on the station. All of these quarters are two-story, duplex buildings, with three bedrooms.

**Officers:** There are 14 married officer public quarters on the station. Six units are two-story individual buildings with three bedrooms and eight units are two-story, duplex buildings, also with three bedrooms.

Additional on-station housing will become available when negotiations are completed for three MOQs and 14 MEMQs at RAF Inverbervie. This is the site of an RAF radar station which was closed in 1962 and is located approximately 20 miles from Edzell. The three MOQs are two-story individual buildings and the 14 MEMQs are two-story duplex type.

**Off-Station Housing:** The RAF Base at Edzell is located in a farming area, and there are very few unoccupied houses in the immediate area. Commercial transportation is limited, and at the present time it is not geared to the working hours of the base. Private transportation is therefore a requirement for personnel living off-station. The station maintains a list of available housing to assist new personnel in getting settled.

All-Navy Cartoon Contest  
William R. Maul, CT1, USN



"Change that to a cheeseburger, french fries and a milkshake . . . to go."

**Initial Packing for the Trip:** The climate demands that the majority of your wardrobe be warm and washable. This does not mean that dry cleaning is not available, but local dry cleaning may not come up to the state-side standard you're used to, especially with regard to synthetic materials. Dry cleaning and laundry service usually require four days and deliveries and pickups are made on station.

Children's clothing is usually available locally. Sizes and styles vary from those in the U. S., but as a rule, children's clothing is inexpensive and of good quality. School uniforms are not required for students. Men's and women's clothing is also available, and the prices and quality are reasonable. This is especially true of men's clothing and women's suits, dresses and sweaters.

**Express shipment/hold baggage:** Items essential to setting up house-keeping (sheets, blankets, dishes, pots, pans, cutlery, etc.) should be sent in the advance express shipment or taken in hold baggage. An adequate supply of warm clothing should also be included in one of these shipments.

**Electrical appliances:** The base and surrounding communities have an electrical supply of 220/250 volts at 50 cycles. Electrical appliances of American manufacture normally operate on 110/120 volts; therefore, they can be used in Edzell only with a transformer. One 2000-watt transformer is provided in each set of public quarters on the station. Additional transformers may be purchased from the Navy Exchange.

American-made clocks and televisions cannot be used in Scotland, and should be stored in the States. Television sets may be purchased or rented locally. Washing machines and refrigerators are furnished in public quarters on the station. It is suggested that all electrical appliances, except 60-cycle clocks and U. S. television sets, be included in household effects.

**Television and radio tax:** Television and radio sets are taxed in the United Kingdom. The required license to permit the operation of a television or radio set may be obtained at any post office. Household radios are taxed £1 a year, while a combined radio/television license

costs £4. The tax on household radios permits you to operate several radios in your house; however, an additional £1 license is required for a car radio.

**Automobiles:** There are no restrictions on the importation of a privately owned automobile, as long as it is in a safe operating condition and in good mechanical order. A mandatory inspection of all automobiles manufactured over six years ago is now in effect in the United Kingdom.

Vehicles are entered free of duty and purchase tax, provided that a certificate is executed which requires the owner to export the car at a later date. A sale to another U. S.

## NOW HERE'S THIS

### Navy Key Men

The common key, often used as a badge of office or position, has long been a symbol of trust, authority, and control. Those who wear Navy keys as part of their rating badges are storekeepers, disbursing clerks, commissarymen, ship's servicemen, aviation storekeepers and stewards.

Men and women who serve in these ratings are responsible for Navy stores, funds, and service.

Many of their associated duties involve the application of clerical aptitude and skill, in tasks performed with speed and accuracy.

Few ratings are as concerned with records and documents.

But, for the most part, the SK, AK, DK, CS, SD and SH are responsible for food, clothing, pay, general and technical supplies, and personal items.—LCDR, F. H. Patterson, SC, USN.



serviceman, who must execute the same type of certificate, is permissible.

Military personnel are not required to obtain a British driver's license, but most hold a valid U. S. license. However, if your stateside license expires while you are in Scotland, you can obtain a British driver's license for five shillings (70 cents) a year, upon the presentation of a certificate signed by the commanding officer.

Two other items are essential for operation of an automobile in Great Britain: Payment of road tax at the rate of £15 a year, and automobile insurance for which the yearly rates vary according to a number of circumstances. In regard to automobile insurance, a letter from your present insurance company attesting to the number of accident-free years you have driven will result in a "no claims bonus" policy with the resulting reduced rates.

Exchange gasoline is available at 25 cents per imperial gallon; however, gasoline at this price is rationed for use in driving to and from work. Gasoline on the local market is equivalent to 62 cents per imperial gallon.

Edzell is one of the areas exempt from the restriction imposed on shipment of foreign automobiles at government expense.

**Pets:** As there is a six-month quarantine for all pets arriving in Great Britain, personnel are advised not to take their pets during the tour of duty in Scotland. Costs of maintaining animals in quarantine are high and must be borne by the owner.

**Temporary lodging allowance:** The commanding officer may authorize up to 60 days' payment of temporary lodging allowance for personnel arriving with their dependents and living in a hotel pending availability of government quarters.

**Medical and dental care:** A 13-bed dispensary is in operation and is staffed by one medical officer and eight hospital corpsmen. Only military personnel receive inpatient care, while dependents (and military and civilian personnel) may receive outpatient treatment.

The station has a dental officer and a dental technician. Naturally, active duty military personnel have

priority; therefore, since there are limited facilities, dependents should try to have any urgent or extensive types of dental treatment accomplished before their arrival overseas.

**Educational Facilities:** Children attend primary school at Luthermuir (four miles distant). The high school is located at Laurecekirk (eight and one-half miles distant). Transportation is provided to both schools from the station. Hot meals are provided to students at a cost of 14 cents per day.

**Commissary/Navy Exchange:** A commissary section is included within the Navy Exchange. This section has been enlarged until it meets most of the needs of the average family. Fresh meats, vegetables and milk, however, must be obtained on the local market. Unusual food or store items can be specially ordered or obtained at the U. S. Air Force commissary and store at Kirknewton, 115 miles from Edzell.

**Recreation:** Movies are scheduled regularly and recent releases are forwarded from the Motion Picture Exchange in London. An EM Club has been established offering the facilities of a bar and TV lounge; dances are scheduled regularly. Various athletic equipment, including a pool table, weightlifting equipment and sports gear is provided by Special Services. Many fine golf courses are available in the immediate area. The Edzell Golf Club has an excellent 18-hole course.

Hunting and fishing is available locally but permission must be obtained from the holder of fishing/hunting rights of the stream/land. There is also an active Rod and Gun Club aboard the activity.

A Navy Wives Club has recently been organized and is steadily growing with the influx of station personnel.

**Uniform:** The working uniform for officers and chief petty officers is Service Dress Blue Bravo, and for enlisted personnel Blue Bravo is prescribed. A full seabag is necessary. During the summer months (June through August) officers and CPOs are authorized to wear khaki. A clothing and small stores section has been established.

Civilian clothing may be worn after normal working hours and while on liberty or leave in Scotland.

### List of Motion Pictures Available to Ships and Overseas Bases

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

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*A New Kind of Love* (2446) (C): Comedy; Paul Newman, Joanne Woodward.

*In the French Style* (2447): Drama; Jean Seberg, Stanley Baker.

*Lilies of the Field* (2448): Comedy Drama; Sidney Poitier, Lila Skala.

*Rampage* (2449) (C): Drama; Robert Mitchum, Elsa Martinelli.

*The Great Victor Herbert* (2450): Musical; Allan Jones, Mary Martin (Re-Issue).

*Virginian* (2451): Drama; Joel McCrea, Barbara Britton (Re-Issue).

*Mr. Bevedere Goes to College* (2452): Comedy; Clifton Webb,

*The Redhead and the Cowboy* (2453): Action Drama; Glenn Ford, Rhonda Fleming (Re-Issue).

*The Son of Spartacus* (2454) (C) (WS): Melodrama; Steve Reeves, Gianna Maria Canale.

*Man Trap* (2455) (WS): Melodrama; Jeffrey Hunter, Stella Stevens.

*Captain Sinbad* (2456) (C): Fan-

tasy; Guy Williams, Heidi Bruhl.

*The Secret Passion* (2457): Drama; Montgomery Clift, Susannah York.

*Stalag 17* (2458): Melodrama; William Holden, Don Taylor (Re-Issue).

*Submarine Command* (2459): Drama; William Holden, Nancy Olson (Re-Issue).

*Dark City* (2460): Drama; Charlton Heston, Elizabeth Scott (Re-Issue).

*Detective Story* (2461): Melodrama; Kirk Douglas, Eleanor Parker (Re-Issue).

*McLintock* (2462) (C) (WS): Action Drama; John Wayne, Maureen O'Hara.

*Harbor Lights* (2463) (WS): Melodrama; Kent Taylor, Jeff Morrow.

*For Love or Money* (2464) (C): Comedy; Kirk Douglas, Mitzi Gaynor.

*The Condemned of Altona* (2465): Drama; Sophia Loren, Maximilian Schell.

*A Place in the Sun* (2466): Melodrama; Elizabeth Taylor, Montgomery Clift (Re-Issue).

*Here Comes the Groom* (2467): Comedy; Bing Crosby, Jane Wyman (Re-Issue).

*The War of the Worlds* (2468): Science Fiction; Gene Barry, Ann Robinson (Re-Issue).

*Birth of the Blues* (2469): Musical; Bing Crosby, Mary Martin (Re-Issue).

*The V. I. P.'s* (2470) (C) (WS): Drama; Elizabeth Taylor, Richard Burton.

*The Three Stooges Around the World in a Daze* (2471): Comedy; Three Stooges, Joan Freeman.

"X" (2472) (C): Science Fiction; Ray Milland, Diana Van Der Vlis.

*Night Encounter* (2473): Suspense Drama; Marina Vlady, Robert Hassein.

*The Mating Season* (2474): Comedy; John Lund, Gene Tierney (Re-Issue).

*Jamaica Run* (2475): Adventure Drama; Ray Milland, Arlene Dahl (Re-Issue).

*Taxi* (2476): Melodrama; Dan Dailey, Constance Smith (Re-Issue).

*Vicki* (2477): Drama; Richard Boone, Elliot Reid (Re-Issue).

*Beach Party* (2478) (C) (WS):

All-Navy Cartoon Contest  
Robert J. Freemyer, AG3, USN



"Sure sorry about that, chief."

Comedy; Frankie Avalon, Annette Funicello.

*Twilight of Honor* (2479) (WS): Drama; Richard Chamberlain, Joey Heatherton.

*Cry of Battle* (2480): Drama; Van Heflin, Rita Moreno.

*Summer Magic* (2481) (C): Drama; Hayley Mills, Burl Ives.

*The Eagle and the Hawk* (2482): Drama; John Payne, Rhonda Fleming (Re-Issue).

*Somebody Loves Me* (2483): Comedy; Betty Hutton, Ralph Meeker (Re-Issue).

*Road to Morocco* (2484): Comedy; Bing Crosby, Bob Hope (Re-Issue).

*Dear Wife* (2485): Melodrama; William Holden, Joan Caulfield (Re-Issue).

*Irma LaDouce* (2486) (C) (WS): Comedy; Shirley McLaine, Jack Lemmon.

*Thunder Island* (2487) (WS): Melodrama; Gene Nelson, Fay Spain.

*The Crawling Hand* (2488): Suspense Drama; Peter Breck, Kent Taylor.

*Hootenanny Hoot* (2489): Musical; Peter Breck, Ruta Lee.

*Arrowhead* (2490): Action Drama; Charlton Heston, Katy Jurado (Re-Issue).

*Hurricane Smith* (2491): Drama; Yvonne de Carlo, John Ireland (Re-Issue).

*This Gun For Hire* (2492): Drama; Veronica Lake, Robert Preston (Re-Issue).

*The Turning Point* (2493): Drama; William Holden, Alexis Smith (Re-Issue).

*Gidget Goes to Rome* (2494) (C): Comedy; Cindy Carol, James Darren.

*Of Love and Desire* (2495) (C): Drama; Merle Oberon, Steve Cochran.

*The Terror* (2496) (C): Melodrama; Boris Karloff, Sandra Knight.

*Fun in Acapulco* (2497) (C): Musical; Elvis Presley, Ursula Andress.

*Unconquered* (2498): Action Drama; Gary Cooper, Paulette Goddard (Re-Issue).

*Riding High* (2499): Comedy Drama; Bing Crosby, Coleen Gray (Re-Issue).

*The Great Houdini* (2500): Biog-

### All-Navy Cartoon Contest William R. Maul, CT1, USN



"That reminds me, did I tell you what the chief said when I asked for special liberty the other day?"

raphy; Tony Curtis, Janet Leigh (Re-Issue).

*Forever Female* (2501): Comedy; William Holden, Ginger Rogers (Re-Issue).

*The Haunted Palace* (2502) (C) (WS): Melodrama; Vincent Price, Debra Paget.

*The Siege of the Saxons* (2503) (C): Drama; Janette Scott, Ronald Lewis.

*Journey to Nowhere* (2504): Melodrama; Tony Wright, Sonia Zie-man.

*Mary, Mary* (2505) (C): Com-

edy; Debbie Reynolds, Barry Nelson.

*Mr. Music* (2506): Musical; Bing Crosby, Nancy Olson (Re-Issue).

*Those Redheads from Seattle* (2507): Melodrama; Rhonda Fleming, Gene Barry (Re-Issue).

*Hong Kong* (2508): Drama; Rhonda Fleming, Ronald Reagan (Re-Issue).

*Fancy Pants* (2509): Comedy; Bob Hope, Lucille Ball (Re-Issue).

*The Wheeler Dealers* (2510) (C) (WS): Melodrama; James Garner, Lee Remick.

*Hercules and the Captive Women* (2511) (C) (WS): Melodrama; Reg Park, Fay Spain.

*Paris Pick Up* (2512): Drama; Robert Hassen, Lea Massari.

*Golden Age of Comedy* (2513): Comedy; Ben Turpin, Jean Marlow.

*O. S. S.* (2514): Drama; Alan Ladd, Geraldine Fitzgerald (Re-Issue).

*The Last Outpost* (2515): Melodrama; Ronald Reagan, Rhonda Fleming (Re-Issue).

*My Favorite Blond* (2516): Comedy; Bob Hope, Madeleine Carroll (Re-Issue).

*The Gallant Blade* (2517): Drama; Larry Parks, Marguerite Chapman (Re-Issue).

## WHAT'S IN A NAME

### AGDE—Experimental Ocean Escort

An experimental ship designed to develop and test equipment and tactics for ASW surface units has been assigned the name *Glover*. The new ship, an experimental ocean escort (AGDE 1), is the first of her type ever authorized for construction. She is being built at Bath, Maine.

Advances in ASW surface ship weapons, equipment and tactics are expected to be the

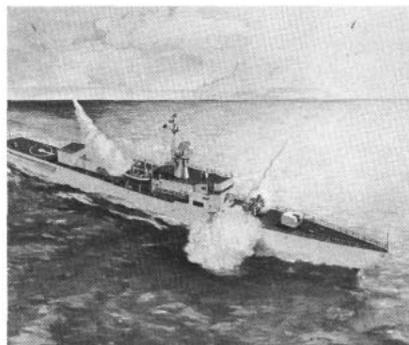
result of development tests carried out by *Glover* when she's ready for commissioned service, probably in late 1965.

She will be fitted initially with the latest long-range sonar and ASW weapons. Other weapons, and equipment such as advanced propulsion systems, may be installed at later dates for testing.

The AGDE 1 will more or less resemble a guided missile escort ship (DEG).

She is named in honor of General John Glover (1732-1797), who led General George Washington's troops across the Delaware River for their attack on Trenton, N. J.

General Glover was a leading member of the Revolutionary movement who developed an interest in military affairs. He recruited a militia unit that became known as the "amphibious regiment." His troops defended the ports of Beverly and Marblehead and helped in the evacuation of Washington's troops from Long Island before their advances on Trenton.



# Eligibility Rules for Armed Forces Expeditionary Ribbon

"I have noticed some officers and enlisted personnel wearing the Armed Forces Expeditionary ribbon," writes Yeoman 2nd Class P.L.A. "To my knowledge, however, the Secretary of the Navy has never published a list of units with dates of eligibility for the Lebanon operation in 1958.

"Can commanding officers authorize the wearing of this ribbon on the basis of a man's service record?"

THANKS FOR GIVING us a way to introduce this somewhat lengthy list of ships and naval units which are eligible for the award. Official information concerning eligibility for the AFE medal for the Lebanon operations was recently announced. Lists for the other authorized expeditions such as Cuba, Quemoy, and the Congo are not yet completed.

Navy men who served with the ships and units between the dates

listed here are authorized to wear the AEF ribbon. The medal itself is not yet ready for distribution. When it is, word will be passed.

Commanding officers can authorize the wearing of the ribbon if they have the proper records on board.

Ships and units whose crews are eligible for the award and the dates during which eligibility can be established are given below. Eligibility criteria are also given.

## SHIPS AND DATES OF ELIGIBILITY IN 1958

Abbot (DD 629)—20 August-22 September  
 Adroit (MSO 509)—15 August-4 September  
 Aggressive (MSO 422)—15-23 August; 2-9 September  
 Alcor (AK 259)—11-12 August; 21-26 August  
 Aldebaran (AF 10)—9-17 August  
 Antares (AK 258)—6-7 October  
 Atakapa (ATF 149)—29-30 August  
 Aucilla (AO 56)—22-23 August; 2-4 September  
 Barry (DD 933)—17-25 July; 29 July-1 August; 11-20 August; 27-31 August  
 Basilone (DD 824)—26 July-11 August  
 General R. M. Blatchford (T-AP 153)—13-17 October  
 Cambria (APA 36)—29 September-18 October  
 Capricornus (AKA 57)—13-24 July; 5-23 August; 16 September-1 October  
 Chewaucan (AOG 50)—22 October  
 Chilton (APA 38)—17-23 July; 7-22 August; 5 September-1 October; 16-25 October  
 Chukawan (AO 100)—29 August-12 September  
 Cone (DD 866)—17 July-2 August; 11-21 August; 2-7 September  
 Cromwell (DE 1014)—26-31 July; 11-22 August; 31 August-14 September  
 Damato (DD 871)—1-9 August  
 Dealey (DE 1006)—26-31 July; 11-22 August; 31 August-14 September  
 Denebola (AF 56)—19-28 September  
 Des Moines (CA 134)—17 July-10 August; 23-29 August  
 General Leroy Eltinge (T-AP 154)—3-5 October; 23-24 October  
 Essex (CVA 9)—16 July-1 August; 11-20 August  
 Fidelity (MSO 443)—15-23 August; 2-9 September  
 Fort Snelling (LSD 30)—17-23 July; 7-22 August; 5 September-1 October; 16-25 October  
 Fremont (APA 44)—18 July-6 August; 23 August-6 September; 14-16 September  
 Geiger (T-AP 197)—5 August  
 Hailey (DD 556)—17 July-21 August; 4-6 September  
 Hartley (DE 1029)—1-11 August; 22-31 August; 16-17 September

Hyades (AF 28)—29-30 August; 5-9 September  
 LCU 1466—15 July-3 October; 16-25 October  
 LCU 1469—17-21 July; 5-23 August; 16-30 September  
 LCU 1474—29 September-18 October  
 LCU 1486—29 September-18 October  
 LCU 1491—17 July-16 September  
 LCU 1492—18-31 July; 1-6 August; 23-31 August; 1-7 September; 14-16 September  
 LCU 1608—15 July-3 October; 16-25 October  
 LCU 1609—29 September-18 October  
 Leary (DDR 879)—1-10 August; 19-31 August  
 Lester (DE 1022)—30 July-11 August; 22-31 August; 16-17 September  
 Marias (AO 57)—10 August-2 September  
 Mattabeset (AOG 52)—22-25 July; 14-16 August; 23-27 September; 13 October  
 McGowan (DD 678)—15 July-1 August; 11-20 August; 2-7 September  
 McNair (DD 679)—15 July-1 August; 11-20 August; 31 August-12 September  
 Mercury (AKS 20)—22-25 August; 4-9 September; 23-26 September  
 Meredith (DD 890)—31 August-7 September  
 Miller (DD 535)—17 July-21 August; 4-6 September  
 Monrovia (APA 31)—14-24 July; 5-22 August; 16 September-1 October  
 Mount McKinley (AGC 7)—18-31 July

## All-Navy Cartoon Contest LCDR Billups E. Lodge, USN



"Congratulations on your new command!"

Muliphen (AKA 61)—18 July-6 August; 23 August-6 September; 14-16 September  
 New (DD 818)—17 July-1 August; 11 August  
 Newport News (CA 148)—21-27 September  
 Nimble (MSO 459)—17 July-15 August; 9 September-2 October  
 Oglethorpe (AKA 100)—29 September-18 October  
 Clmstead (APA 188)—18 July-6 August; 23-30 August; 15-16 September  
 Pinnacle (MSO 462)—17 July-2 August; 21 August-2 October  
 Plymouth Rock (LSD 29)—17-21 July; 5-23 August; 16-30 September  
 Pocono (AGC 16)—17 July-25 October  
 Power (DD 839)—21-24 September  
 Gen. George M. Randall (AP 115)—2-3 August  
 Rich (DD 820)—17 July-11 August  
 Rigel (AF 58)—15 October  
 Charles H. Roan (DD 853)—20-26 August  
 Samuel B. Roberts (DD 823)—20-24 August; 2-10 September  
 Rockbridge (APA 228)—16-23 July; 7-22 August; 5 September-1 October; 16-25 October  
 Rooks (DD 804)—17-25 July; 11-14 August  
 Forrest B. Royal (DD 872)—20-26 August  
 Sagacity (MSO 469)—17 July-2 August; 21 August-2 October  
 San Marcos (LSD 25) — 29 September-18 October  
 Saratoga (CVA 60)—17-25 July; 29 July-11 August; 19 August-7 September  
 Severn (AO 61)—25-29 July; 10-27 August  
 Shasta (AE 6) — 22 July-11 August; 20 August-1 September  
 Shenandoah (AD 26)—22-24 July  
 Skill (MSO 471)—17 July-15 August; 9 September-2 October  
 Spiegel Grove (LSD 32)—18 July-6 August; 23 August-7 September; 14-16 September  
 Stalwart (MSO 493)—15 August-2 September  
 Steinaker (DDR 863)—17-25 July; 30 July-16 August; 31 August-14 September  
 Stribling (DD 867)—17-23 July  
 Suffolk County (LST 1173)—29 September-18 October  
 Taconic (AGC 17)—14 July-8 October  
 Joseph K. Taussig (DE 1030)—17 July-10 August; 22-31 August  
 The Sullivans (DD 537)—14 July-1 August; 15-20 August; 27 August-7 September

Traverse County (LST 1160)—14-24 July; 5-23 August; 16 September-1 October  
 Upshur (T-AP 198)—1-3 August  
 Van Voorhis (DE 1028)—17 July-11 August; 22-31 August; 16-17 September  
 Vermilion (AKA 107) — 16-23 July; 9-22 August; 5 September-1 October; 16-25 October  
 Vesole (DDR 878)—17 July-1 August; 11-20 August; 16-17 September  
 Waccamaw (AO 109)—26 July-11 August; 5-8 September; 19-23 September  
 Wadleigh (DD 689) — 14-24 July; 6-11 August; 19 August-7 September  
 Walworth County (LST 1164)—14-24 July; 5-23 August; 16 September-1 October  
 Wasp (CVS 18)—16 July-11 August; 21-31 August; 16-17 September  
 John Willis (DE 1027)—16-26 July; 11-21 August; 31 August-16 September  
 Robert L. Wilson (DD 847) — 17 July-11 August  
 William M. Wood (DDR 715)—19-23 July;

28 July-4 August; 16 August-3 September  
 Wrangell (AE 12)—16-25 July; 30-31 July; 15-22 August; 2-11 September  
 York County (LST 1175)—29 September-18 October  
**NAVY UNITS AND DATES OF ELIGIBILITY**  
 ALUSNA BEIRUT—1 July-1 November  
 CINCSPESCOMME—16 July-23 October  
 COMCARDIV SIX—17-25 July; 29 July-11 August; 19 August-7 September  
 COMCARDIV FOURTEEN — 16 July-11 August; 21-31 August; 16-17 September  
 COMCORTRON TEN — 26-31 July; 11-22 August; 31 August-14 September  
 COMCORTRON FOURTEEN — 17 July-11 August; 22-31 August; 16-17 September  
 COMCRULANT—21-27 September  
 COMDES Div 61—17 July-2 August; 11-21 August; 2-7 September  
 COMDES Div 62—17-25 July; 30 July-16 August; 31 August-14 September  
 COMDES Div 102—20 August-22 September

COMDES Div 201 — 17-25 July; 29 July-1 August; 11-20 August; 27-31 August  
 COMDES Div 202 — 14-24 July; 28 July-1 August; 11-20 August; 2-7 September  
 COMDES Div 361—17 July-11 August  
 COMDES Div 362—17 July-11 August  
 COMINDIV 44—15 August-4 September  
 COMINDIV 84—17 July-15 August; 9 September-2 October  
 COMPHIBGRU 4—17 July-3 October  
 COMSIXTHFLT—17 July-10 August; 23-29 August  
 COMSTMEDSUB-AREA REP BEIRUT — 30 July-25 October  
 COMTRANSPHIBRON 2—17-23 July; 9-22 August; 5 September-1 October; 16-25 October  
 COMTRANSPHIBRON 4 — 18-31 July; 23 August-6 September; 14-16 September  
 COMTRANSPHIBRON 6 — 14-24 July; 5-22 August; 16 September-1 October  
 COMTRANSPHIBRON 8 — 29 September-18 October

Navymen who were not serving with one of the above ships or units during the dates listed may otherwise be eligible if they meet one or more of the criteria listed in the following paragraphs.

- Participated for 30 or more consecutive days in the area of operations.
- Were engaged in direct support of the operation for 30 consecutive days or 60 non-consecutive days, provided this support involved entering the area of operations.
- Served for the full period when an operation was of less than 30 days' duration.
- Were engaged in actual combat or duty which was equally as hazardous as combat duty, during the operation with armed opposition, regardless of the length of time served in the area.
- Participated as a regularly assigned crew member of an aircraft flying into, out of, within or over the area in support of the military operation.
- Were recommended, or attached to a unit recommended by the Chief of Naval Operations or a commander of a unified or specified command for award of the medal, although the criteria above were not fulfilled.

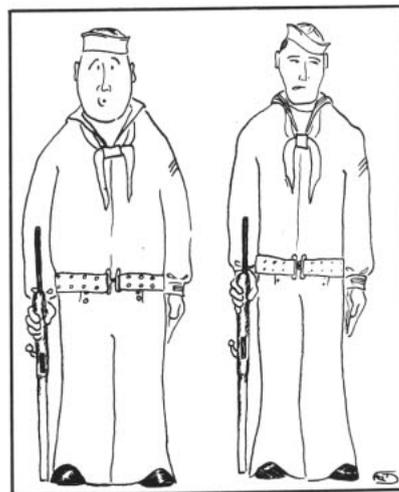
Complete information on the Armed Forces Expeditionary Medal was published in SecNav Inst. 1650.19A. The list of ships and units eligible for the medal was in SecNav Notice 1650 of 11 Oct 1963.

### New Documentary Films Will Give You Fresh Slant on Navy Life

Recent releases of documentary films available to naval commands contain some new listings of general interest to Navymen. Here they are with their identification symbols and a brief description of each:

- *Leadership Speaks* — Division CPOs' Views on Leadership (KN-9698O) (16 min-B & W).  
 Division CPOs give their views on leadership and discuss the necessity for leadership in getting the job accomplished.
- *Leadership Speaks* — Division POs' Views on Leadership (KN-9698P) (16 min-B & W).

All-Navy Cartoon Contest  
 Frederic W. Donour, Jr., PC3, USN



"Pssst—Look busy, here comes the OOD."

Division POs express their views on leadership and the leadership methods they use in accomplishing assigned tasks.

- *The CIC Story* (MN-9699) (27 min-B & W).  
 The relationship of the Combat Information Center to Fleet operations as revealed through the training of CIC specialists at Glynco, Ga. Workings of CIC aboard surface ships, submarines and aircraft are shown in mock-ups that realistically duplicate actual installations in the Fleet.
- *Polaris Submarine—Journal of an Undersea Voyage* (MC-9925) (55 min-color).  
 Martin Agronsky chronicles a patrol in the *Polaris* submarine *uss George Washington* which includes scenes at Holy Loch, Scotland, and a missile firing.
- *Story of a Carrier Pilot* (MC-9934) (28 min-B & W).

This film follows a young naval aviator through qualification in *F4B Phantoms* ending with carrier qualification with his squadron aboard *uss Ranger*.

- *Biography of Admiral Nimitz* (MC-9937) (28 min-B & W).  
 A documentary on the life of Fleet Admiral Chester W. Nimitz which includes dramatic action footage from World War II.

All these films are unclassified and have sound. They can be obtained from Navy and Marine Corps film libraries and are held by major commands. Others will be listed later.

**Ney Award Rules Changed for Ashore and Afloat Messes**

Enlisted messes competing for the Ney Memorial Awards this year will observe different rules. The new rules represent the first major change in the program since the All-Navy food service competition began seven years ago.

This year, two Ney contest award plaques will be presented to the outstanding messes afloat rather than one. A new class has been established for messes feeding not more than 300 men. Competitors in this class will be eligible for the title of Best Small Mess Afloat.

Messes feeding more than 300 men will compete for the honor of being the Best Large Mess Afloat.

The change was made to provide a more equitable basis for judging, since the size of the messes judged ranges from those on board a minesweeper feeding 30 or 40 men to the mess of an aircraft carrier which feeds approximately 4000 men.

The rules for judging the outstanding shore mess remain unchanged.

Another change in the 1964 rules affects the general messes chosen as outstanding in their respective type commands or naval district. An officer representing the Ney Award Evaluation Committee will make a one-day inspection of the nominated mess during the month of April. His evaluation of the mess will be considered by the Ney Committee when it meets in Washington, D. C., in May 1964.

The entire committee will visit the nine messes selected as finalists and three of the nearly 1200 general enlisted men's messes throughout the

**• 22 RATINGS OPEN TO WAVES**

— Although the CT rating has been deleted from the list of Navy job fields in which enlisted women may serve, two relatively new ratings are included in the 22 ratings open to them.

Because of a substantial decrease in billets and duty stations available to Wave CT's enlisted women will no longer serve as communications technicians. As a result:

- Women now serving in the CT rating must request a change to any other rating approved for Waves. There are now 22 such ratings, including the relatively new DS (data systems technician) and AZ (aviation administrationman). The deadline for submitting requests (to the Chief of Naval Personnel, Pers B223) is 1 Mar 1964.

- Since there is a strong background similarity between CT and yeoman, Wave CTs are encouraged to switch to YN.

As an exception, those with 18 or more years' active service may request to remain in the CT rating in order to complete 20 years before transferring to the Fleet Reserve.

Details on these and other points concerning the deletion of CT from the Wave rating list are in BuPers Notice 1440 (dated 6 Nov 1963).

world which competed will be named as outstanding messes ashore and afloat.

The Ney Memorial Award commemorates the late CAPT Edward F. Ney, SC, USN, who directed the subsistence division of the Bureau of Supplies and Accounts during World War II.

**School Bells Ring on Norris; Program Proves Big Success**

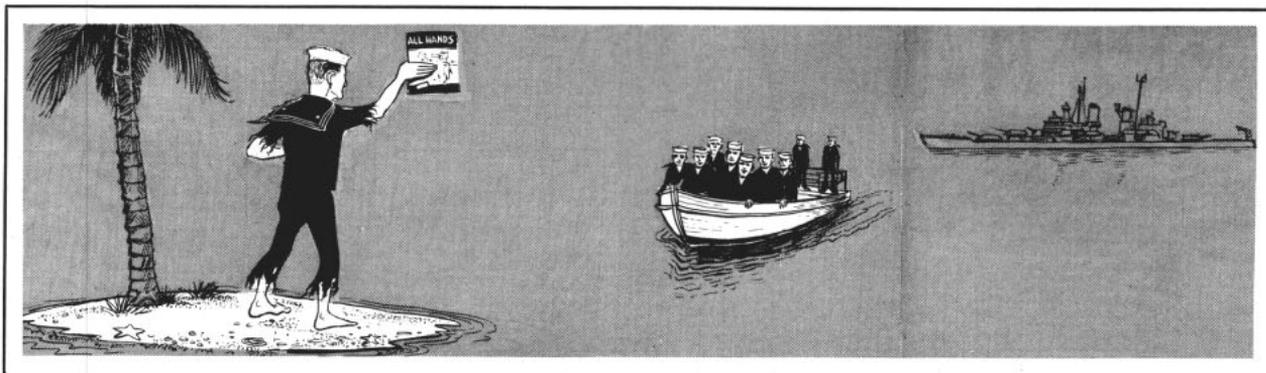
A lively and successful program aimed at providing non-high school graduates with that much-prized diploma has been introduced by USS *Norris* (DD 859). The program places heavy reliance on two U. S. Armed Forces Institute products—General Educational Development (GED) tests and correspondence courses—plus an Education Officer who takes his job seriously and who has the support of his commanding officer.

Each enlisted man who reports on board for duty is interviewed by the Education and Training Officer, Ensign C. Bruce Johnstone, USNR, an honors graduate of Harvard. If the new man has not graduated from high school, Ensign Johnstone firmly suggests a program of study designed to fill the gaps and strengthen weaknesses.

When the EM has completed the suggested course of study, Ensign Johnstone orders the GED tests. There are five of these tests, all administered by the USAFI Test Control Officer who, on board *Norris*, just happens, in this case, to be ENS Johnstone.

When all the tests have been completed they are returned with the answer sheets to USAFI where they are scored. The results are then forwarded to the commanding officer. If the man has received acceptable grades, ENS Johnstone helps him apply for a high school diploma or equivalency certificate.

As a result of this program, 36 men, or about 80 per cent of the non-high school graduates who reported on board *Norris* during 1963,



TAKE ADVANTAGE of the first opportunity to pass on ALL HANDS, so that nine others have a chance to read it.

#### ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 31.

1. (a) Magnifying glass on a compass.
2. (b) Commissaryman in charge of a provision issue room.
3. (b) Physical drill.
4. (c) A steel helmet worn during drills and exercises.
5. (b) Murder board.
6. (b) First aid kit for use in a boat.

now possess high school graduation certificates.

In spite of a heavy operating schedule, this program has been carried on without undue conflict in the ship's professional training program. As evidence, *Norris* can (and does, frequently) point to her four Battle Efficiency "Es" won during the last five years.

#### Exam Tearsheets Will Help Guide You in Your Studies

If you're scheduled to take the advancement exams this month, you've probably already received the tear-off sheet from the exam center, which tells you what to study for the forthcoming test.

The tear sheet lists qualifications and bibliography for the advancement in rating examinations. It is the latest effort by the exam center to keep you up to date on your rating.

The Naval Examining Center has also devised new answer cards for use in the service-wide examinations. The new cards are basically the same as the ones used last year, except that there are spaces for your rate code, performance marks and awards credit. You will copy this information onto your card from a NavPers 624W worksheet prepared before the test by your personnel office.

You should have an opportunity to check your 624W prior to the test, usually at the same time you sign a NavPers 624 card. The card, containing the same information as does the worksheet, is sent to the Naval Examining Center before test time.

The new test cards are the first step in the elimination of the NavPers 624 card. In the future the Examining Center will take the re-

quired information directly from your answer card.

After you have completed the test, your command will doublecheck your answer cards to insure that you have entered the correct information from the worksheet.

#### Officers Get the Word

You don't have to know the language, according to a popular song of several years ago, but the officers on board *uss Springfield* (CLG 7) decided it might help if they did. With that in mind, 32 of them began studying French, Spanish and Italian at Brooklyn's Reserve Officer Training Center while their ship was in drydock last summer.

*Springfield* is permanently stationed in the Mediterranean and her commanding officer, CAPT Russell S. Crenshaw, USN, made arrangements with the Defense Language Institute for training his officers in several Mediterranean languages to make them better goodwill ambassadors in the Navy's People-to-People program.

The Institute obliged and furnished three teachers from New York City universities who gave *Springfield's* officers 120 hours of language instruction. The officers were expected to match each hour of class work with an hour of home study and emphasis was placed on conversation.

With this background, it can safely be assumed that, as far as the officers on board *uss Springfield* are concerned, *essi parlano Italiano; ellos hablan Espanol* and *ils parlant Francais*.

#### All-Navy Cartoon Contest LCDR B. E. Lodge, USN



#### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* as well as current *BuPers Instructions* and *BuPers Notices* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs, Instructions* and *Notices* for complete details before taking action.

#### Alnavs

No. 51—Directs every member of the Department of the Navy to exert every effort to improve his own efficiency and that of his unit in compliance with the President's request for greater thrift and frugality in the government.

No. 52—Extends New Year greetings to all members of the U. S. Navy and Marine Corps from the Chief of Naval Operations.

#### Instructions

No. 5510.3H—Describes requirements and procedures for security clearance of personnel ordered to duty under instruction in schools and courses requiring access to classified material.

SecNav 7220.48 — Designates courses of instruction used to prepare for assignment to a submarine of advanced design or a position of increased responsibility and for which submarine pay is authorized for personnel designated "Qualified in submarines."

#### Notices

No. 1418 (27 November)—Announced the schedule for Navy-wide examinations for enlisted personnel to be held in February and called attention to pertinent information regarding advancements in rating.

No. 1520 (27 November) — Solicited officer applicants for the submarine school classes.

No. 1520 (27 November) — Invited applications from Supply Corps officers for assignment to the Subsistence Technology Course at Fort Lee, Va., and the Transportation Management Course at the Naval Supply Center, Oakland, Calif., for the summer 1964 and January 1965 sessions.

No. 1520 (12 December) — Announced the selection of officers for postgraduate and undergraduate educational programs.

# Here Are Locations of Branches of the Navy Relief Society

Navymen or Navy dependents who want to ask for help can go to one of the following Navy Relief Auxiliaries or they can write to the Navy Relief Society's Headquarters in Washington, D. C. For a report on this organization, see page 2.

Auxiliaries are located at:

- Alaska:** Headquarters, 17th Naval District, Kodiak, Alaska.  
Branch: U. S. Naval Station, Adak, Alaska.
- Albany:** U. S. Marine Corps Supply Center, Albany, Ga.
- Bainbridge:** U. S. Naval Training Center, Bainbridge, Md.
- Balboa:** Headquarters, Commandant, 15th Naval District, Fort Amador, Canal Zone.
- Bermuda:** U. S. Naval Station, Bermuda.
- Camp Lejeune:** Building 41, Camp Lejeune, N. C.
- Camp Pendleton:** Building 1121, U.S. Marine Corps Base, Camp Pendleton, Calif.  
Branch: U. S. Marine Corps Training Center, Twenty-Nine Palms, Calif.  
Branch: U. S. Marine Corps Mountain Warfare Training Center, Bridgeport, Calif.
- Cherry Point:** U. S. Marine Corps Air Station, Cherry Point, N. C.
- Connecticut:** U. S. Naval Submarine Base New London, Groton, Conn.
- Dallas:** U. S. Naval Air Station, Dallas, Texas.
- District of Columbia:** Navy Yard Annex, U. S. Naval Station, Washington 25, D. C.  
Branch: U. S. Naval Radio Station, Cheltenham, Md.  
Branch: U. S. Naval Air Station, Patuxent River, Md.  
Branch: U. S. Naval Proving Grounds, Dahlgren, Va.
- East San Francisco Bay:** U. S. Naval Air Station, Alameda, Calif.  
Branch: U. S. Naval Hospital, Oakland, Calif.  
Branch: U. S. Naval Air Station, Oakland, Calif.  
Branch: U. S. Naval Supply Center, Oakland, Calif.  
Branch: U. S. Naval Air Station, Fallon, Nev.
- El Toro:** U. S. Marine Corps Air Station, El Toro, Santa Ana, Calif.  
Branch: U. S. Marine Corps Air Station, Yuma, Ariz.

- Great Lakes:** U. S. Naval Training Center, Great Lakes, Ill.  
Branch: U. S. Naval Air Station, Olathe, Kans.  
Branch: U. S. Naval Air Station, Glenview, Ill.  
Branch: U. S. Naval Air Station, Grosse Ile, Mich.
- Guantanamo Bay:** U. S. Naval Operating Base, Guantanamo Bay, Cuba.
- Hampton Roads:** Building AN-67, U. S. Naval Base, Norfolk 11, Va.  
Branch: U. S. Naval Amphibious Base, Little Creek, Va.  
Branch: U. S. Naval Hospital, Portsmouth, Va.  
Branch: U. S. Naval Shipyard, Portsmouth, Va.  
Branch: U. S. Naval Weapons Station, Yorktown, Va.  
Branch: U. S. Naval Air Station, Oceana, Va.
- Hawaii:** Headquarters, Commandant, 14th Naval District, Pearl Harbor, Hawaii.  
Branch: U. S. Naval Air Station, Barbers Point, Oahu, Hawaii.  
Branch: U. S. Marine Corps Air Station, Kaneohe Bay, Oahu, Hawaii.
- Jacksonville:** U. S. Naval Air Station, Box 48, Jacksonville 12, Fla.  
Branch: U. S. Naval Air Station, Cecil Field, Fla.  
Branch: U. S. Naval Air Technical Training Unit, Jacksonville, Fla.  
Branch: U. S. Naval Air Station, Sanford, Fla.  
Branch: U. S. Naval Air Station, Glynco, Brunswick, Ga.
- Japan:** Commander Naval Forces,

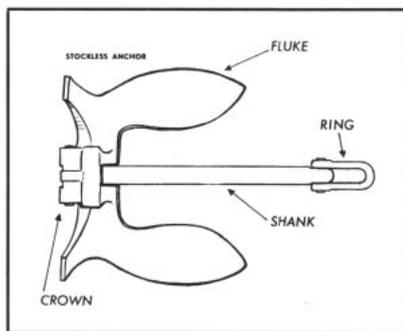
- Japan, c/o FPO, San Francisco, Calif.
- Key West:** U. S. Naval Base, Key West, Fla.
- Lemoore:** U. S. Naval Air Station, Lemoore, Calif.
- London:** Commander, U. S. Naval Activities, London, England.
- Long Beach:** Building 111, U. S. Naval Station, Long Beach 2, Calif.  
Branch: U. S. Naval Ordnance Test Station, China Lake, Calif.  
Branch: U. S. Naval Construction Battalion Center, Port Huene, Calif.  
Branch: U. S. Naval Administrative Unit, Lake Mead Base, Las Vegas, Nev.  
Branch: U. S. Naval Air Station, Point Mugu, Calif.  
Branch: U. S. Marine Corps Supply Center, Barstow, Calif.
- Mare Island:** U. S. Naval Shipyard, Mare Island, Calif.  
Branch: Naval Ammunition Depot, Concord, Calif.
- Marianas:** Post Office Box 3, Commander Naval Forces, Marianas, c/o FPO San Francisco, Calif.
- Massachusetts:** Navy Building, 495 Summer St., Boston 10, Mass.
- Mayport:** U. S. Naval Station, Mayport, Fla.
- Memphis:** U. S. Naval Air Station, Memphis 15, Tenn.
- Miramar:** U. S. Naval Air Station, Miramar 45, Calif.
- Naval Academy:** U. S. Naval Academy, Annapolis, Md.
- New Hampshire:** U. S. Naval Shipyard, Portsmouth, N. H.
- New Jersey:** U. S. Naval Air Station, Lakehurst, N. J.
- New Orleans:** Building 129, U. S. Naval Station, New Orleans 40, La.
- New York:** U. S. Naval Shipyard, Building 312, Flushing and Washington Avenues, Brooklyn 1, N. Y.  
Branch: Naval Supply Corps Depot, Bayonne, N. J.  
Branch: U. S. Naval Hospital, St. Albans, N. Y.
- Okinawa:** Okinawa Auxiliary, Navy Relief Society, Third Marine Division (Reinf) FMF, c/o FPO, San Francisco, Calif.
- Parris Island:** U. S. Marine Corps Recruit Depot, Parris Island, S. C.

**All-Navy Cartoon Contest**  
William R. Maul, CT1, USN



"Hey, Dad! How about lending a hand with the bags, huh?"

## Grains of Salt—



Branch: Marine Corps Auxiliary Air Station, Beaufort, S. C.

**Pennsylvania:** U. S. Naval Base, Philadelphia 12, Pa.

**Pensacola:** U. S. Naval Air Station, Pensacola, Fla.

Branch: U. S. Navy Mine Defense Laboratory, Panama City, Fla.

Branch: Naval Auxiliary Air Station, Whiting Field, Milton, Fla.

Branch: Naval Air Station Atlanta, Marietta, Ga.

Branch: Naval Auxiliary Air Station Saufley Field, Pensacola, Fla.

**Philippines:** U. S. Naval Station Sangley Point, Luzon, P. I.

Branch: U. S. Naval Station Subic Bay, P. I.

**Puerto Rico:** Headquarters, 10th Naval District, San Juan, Puerto Rico.

Branch: U. S. Naval Base, Roosevelt Roads, Puerto Rico.

Branch: Grand Turk Island, The West Indies.

**All-Navy Cartoon Contest**  
William R. Maul, CT1, USN



"No, Sir, I didn't get his name . . . Forgot to get his number . . . But he sounded pretty important and said if you wanted to keep all of your stripes you had better call back right away."

**Puget Sound:** Building 433, Puget Sound Naval Shipyard, Bremerton, Wash.

**Quantico:** U. S. Marine Corps Schools, Quantico, Va.

**Quonset Point:** U. S. Naval Air Station, Quonset Point, R. I.

Branch: U. S. Naval Operating Base, Argentia, Newfoundland.

Branch: U. S. Naval Air Station, Brunswick, Maine.

**Rhode Island:** U. S. Naval Base, Newport, R. I.

**San Diego:** U. S. Naval Station, Building 157, San Diego 36, Calif.

Branch: U. S. Naval Station, San Diego, Calif.

Branch: U. S. Naval Air Station, San Diego, Calif.

Branch: U. S. Naval Training Center, San Diego, Calif.

Branch: U. S. Marine Corps Recruit Depot, San Diego, Calif.

Branch: U. S. Naval Auxiliary Air Station, El Centro, Calif.

**San Francisco:** Headquarters, 12th Naval District, P. O. Box 948, San Francisco, Calif.

Branch: U. S. Naval Air Station, Moffett Field, Calif.

Branch: U. S. Naval Station, Treasure Island, Calif.

Branch: U. S. Naval Postgraduate School, Monterey, Calif.

Branch: San Francisco Naval Shipyard, San Francisco, Calif.

**Seattle:** Naval Supply Depot, Building 57, Seattle 99, Wash.

Branch: U. S. Navy Nuclear Power Training Unit, Idaho Falls, Idaho.

Branch: U. S. Naval Air Station, Whidbey Island, Oak Harbor, Wash.

**Sigonella:** Naval Air Facility, Sigonella, Sicily.

**South Carolina:** U. S. Naval Base, Charleston, S. C.

Branch: U. S. Navy Supply Corps School, Athens, Ga.

**Texas:** U. S. Naval Air Station, Corpus Christi, Tex.

Branch: U. S. Naval Auxiliary Air Station, New Iberia, La.

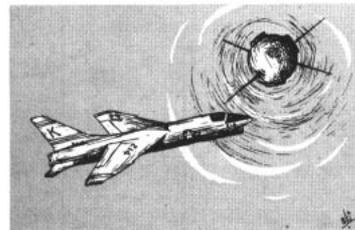
Branch: U. S. Naval Auxiliary Air Station, Kingsville, Tex.

Branch: U. S. Naval Auxiliary Air Station, Chase Field, Beeville, Tex.

**Trinidad:** U. S. Naval Station, Trinidad, The West Indies.

Navy men have long been accustomed to learning about their environment through sensing devices with capabilities far beyond the realm of a man's sight or, for that matter, any of his other senses.

Infrared radiation, for example, is one of the most useful of such phenomena. Invisible to man, it can only be sensed by him in large amounts at close range. The Navy takes advantage of this part of the spectrum in its use of remote sensing devices which can meas-



ure properties of an object without actually coming in contact with it.

In this way, geographers, oceanographers and other scientists have been using air and ground photography for years to measure an object's properties, to map extensive areas and monitor conditions that change with time.

With the right kind of sensing technique, scientists are able to use high-flying aircraft or satellites—to gather entirely new kinds of information, some of which couldn't be acquired by any amount of labor with ground-based instruments.

A few of the places these techniques have been used are in reconnaissance and analysis of sea ice, mapping ocean currents, studying snow surfaces and ice cap phenomena and developing theories pertaining to crevasse detection.

Infrared radiation, of course, isn't the only way in which the Navy sees from afar. It also uses ultraviolet radia-



tion, gamma rays and microwaves, each of which can be exploited with the right kind of instruments and which give the picture the Navy wants.

The Navy constantly seeks to improve its long-range perception so it can better utilize its environment and make its operations safer and more effective.

# DECORATIONS & CITATIONS



## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ PARKER, Edward N., VADM, USN, for service as the first Deputy Director, Strategic Target Planning, from August 1960 to January 1962, and as the first Assistant Director for the Weapons Evaluation and Control Bureau, United States Arms Control and Disarmament Agency, from January 1962 to November 1963. As Deputy Director, Strategic Target Planning, VADM Parker exercised outstanding professional skill and diplomacy in carrying out his responsibilities, ensuring the most effective organization and development of the Joint Strategic Target Planning Staff. Under his inspired leadership, with little or no precedent available for guidance, the most sensitive national strategic plans were successfully evolved.



## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BAKER, Richard L., LT, USN, for heroic service during the period 6 to 9 May 1963, in connection with the treatment of a commercial diver who was suffering from an extremely severe case of caisson disease. As Officer in Charge, *uss Cero* (AGSS 225), LT Baker, after being notified that the patient was en route to *Cero*, conferred briefly with a medical doctor diagnosing the case, and made the decision to attempt treatment by pressurizing the forward battery of the submarine. Fully aware of the possibility of sudden death from explosive decompression, in the event of failure of bulkhead packing glands, LT Baker entered the compartment to be medical tender for the victim throughout the entire treatment, which required a total time of approximately 56 hours.

★ FELDMAN, Ronald W., BM3, USN, for heroism on the nights of 28 Feb and 2 Mar 1962, while serving on board *uss Manley* (DD 940), which was then engaged in rescue destroyer operations for *uss Independence* (CVA 62) off the east coast of the United States. On

two separate occasions within 48 hours, Feldman unhesitatingly entered treacherous waters to assist in the rescue of injured, downed aviators. Both rescues were effected during complete darkness in heavy seas and high winds. The rescue of 2 Mar 1962 was further complicated by a below-freezing air temperature and a sea temperature of 40 degrees. After Feldman had assisted in bringing the injured aviator aboard, he himself had to be helped aboard, where his frozen clothing was cut away from his body.

★ OWENS, James R., GM3, USN

★ HOOVER, Harry G., FT3, USN

For heroic conduct on 29 Aug 1962 during a visit of their ship, *uss Middlesex County* (LST 983), to Puntarenas, Costa Rica. Observing an excited crowd of people a short distance from where they were swimming at a local beach, Owens and Hoover immediately raced to the scene and sighted a man floundering in the treacherous surf about 120 yards from the shore. Although the crowd warned them of the strong possibility of sharks, they entered the water, swam to the struggling victim, and succeeded in bringing him back through the dangerous undertow to the safety of the beach.

★ STOKES, John R., Jr., EN2, USN, for heroism on the morning of 6 Jun 1963 while serving as Petty Officer of the watch in the forward engine room on board *uss Vital* (MSO 474), operating in the Gulf of Mexico. When a severe fire broke out in the forward engine room, Stokes, although deprived of water to combat the fire because of a simultaneous loss of firemain pressure, immediately utilized an installed carbon dioxide system to hold back the flames in order to permit other men in his watch section to secure power and to secure a generator in the area. Only when at the point of exhaustion, and after all other personnel were clear of the engine room, did he evacuate his station.

★ THOMANN, Ronald J., PT1, USN, for heroic conduct on the night of 20 Sep 1963 in connection with an attack by an unknown assailant on an elderly male pedestrian in Washington, D. C. While attempting to overtake an elderly friend in order to accompany him home, Thomann witnessed an attack on the older man by an assailant who knocked the victim to the ground. Rushing across the street through heavy traffic to the

defense of his friend, Thomann was about to grapple with the attacker when the latter shot him, wounding him seriously, and fled from the scene. In rescuing another at the risk of his own life, Thomann displayed outstanding courage, determination, and selflessness, in keeping with the highest traditions of the U. S. Naval Service.

★ WALLACE, Harold D., EM2, USN, for heroism on the morning of 6 Jun 1963 while serving as Electrician on watch in the forward engine room on board *uss Vital* (MSO 474), operating in the Gulf of Mexico. When a severe fire broke out in the forward engine room, the Petty Officer in charge of the watch attempted to hold back the flames, using an installed carbon dioxide system, while Wallace de-energized all electrical circuits in the space, secured a generator in the area of the fire, and then attempted to place another generator on the line in order to supply vital power to the ship. Only when at the point of exhaustion, and after all fire-fighting capabilities had been expended, did Wallace evacuate the space and seek safety.



## BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ COWAN, Daniel R., LT, USN, for meritorious service during the period 18 Jun 1962 to 1 Jul 1963 while serving in the Navy Section, Military Assistance Advisory Group, Vietnam, as Operations and Readiness Advisor to the 23rd and 25th Vietnamese Assault Groups at Vinh Long and Can Tho, respectively, and Naval Advisor to the Commander 42nd Defense Tactical Zone, Republic of Vietnam. Exposed to rockets, mines, and sniper fire during 12 operations involving actual combat with Viet Cong forces, LT Cowan skillfully advised, encouraged, and stimulated his Vietnamese counterpart to aggressive, determined, and confident action, making a marked contribution to the successful completion of all operations. LT Cowan constantly sought methods for improving operational techniques with his River Assault Groups. Mainly through his efforts, the concept of small task groups composed of an LCM and high-speed boats has been developed and employed in combined operations.

A SUMMATION of the books chosen for review this month would suggest that we walk a perilous path indeed these days, and only clear sharp thinking can save us. Here's the evidence, all of which can be verified in your ship or station library:

**The Craft of Intelligence**, for example, will keep you looking over your shoulder for days. And that's as it should be, for author Allen Dulles wants to warn everyone of the dangers of subversion and espionage—on the part of our opponents, of course. He is in a position to know for, not only was he director of the Central Intelligence Agency for eight years, but he has had nearly 50 years' experience in foreign affairs, in which espionage and counterespionage have played a large part. He tells a great deal about how intelligence is collected and processed and how the resulting estimates contribute to the formation of national policy. Not only does he discuss concrete facts and cases, but he also discusses at considerable length the philosophy and role of intelligence (in the spy sense) in a free society threatened by world-wide enemies.

Dulles labors to convey the idea that every stranger (or one of your best friends) may possibly be a cloak-and-dagger type. If such is the case, living abroad must be perilous indeed. Perhaps. But in **Young Americans Abroad**, edited by Roger H. Klein, the experiences of 10 young U. S. citizens living in foreign lands are described. Ranging in ages from 25 to 35, they lived in countries such as Russia, Poland, Burma, Iran and Ghana for periods ranging up to several years.

Why do they go, and what do they find when they get there? How do they react to living and working conditions, the politics, the different ways of looking at the present and future? What do their hosts think of them, as Americans? It isn't all sweetness and light but, as Dulles attempts to warn us of the walls between nations and people, **Young Americans** helps to remind us that people are more alike than they are different, no matter where they live.

Dulles poses the problem, **Young Americans** suggests that we learn to live with it, and **Mathematics**, by David Bergamini and the editors of *Life* magazine, suggests that we try to apply a modicum of logic to it. As with all of *Life's* publications (this is one of its Science Library series) the presentation is slick, tight, and full of illustrations. The subject matter ranges from finger-counting, symbols, calculus, probability and chance, to the "new" mathematics. And, of course, there are plenty of pretty pictures and diagrams elucidating the aspects of space navigation. Make up your mind—you're going to have to learn something about the subject sooner or later, and **Mathematics** is as painless a way as we know. It's quite possible that, had such a textbook been available when we went to school, we might have taken an interest in the subject. There wasn't, we didn't, and now we wish we had. Pros will yawn, but beginners will find it fascinating. We're not sure how much it will aid international relations.

**Escape**, by Eloise Engle, suggests a possible alternative, but this form of escape isn't quite what you think. This is the relatively simple, straightforward, physical type. Miss Engle simply describes the evolution of methods of escape from failing forms of transport — parachutes first, of

### Constitution's Story Told

The complete story of *uss Constitution* may be found in the illustrated book *Old Ironsides* by Captain Thomas P. Horgan, USNR (Ret).

*Old Ironsides* tells the full history of the ship, beginning with the designers' first ideas about a tough new class of frigates, to her construction, her career as a fighting ship and finally her permanent berth in Boston. The narrative is accompanied by a series of illustrations and photographs which capture the spirit of the 167 year-old sailing ship.

The foreword to the book was written by late President John F. Kennedy. The introduction is by RADM Samuel Eliot Morison.

course, then the ejection seat, ascents from submarines and supersonic bailouts. She has interviewed dozens of men who developed and tested these systems, and each has a story to tell. Miss Engle tells them well.

Even the fiction is a little grim this month. **Shadow of Peril**, by Aleksandr I. Zhdanov, concerns a spy sub that penetrates New York harbor. There's a bit of nonsense about attempting to capture an astronaut's space capsule that *also* shows up in harbor, but the main theme seems to be the conflict between bureaucratic red tape and men of the sea. Stated this flatly, the story doesn't sound like much, but Zhdanov (which isn't his name) tells a galloping story and knows his submarines.

Alistair MacLean, who has recently produced **Ice Station Zebra**, also knows his submarines—in this case a mythical U. S. nuclear-powered job which goes under the ice in the Arctic to rescue a clutch of stranded and imperiled naval scientists from the ice. Among them is a dastardly foreign agent who is quite willing to murder all of his shipmates and sink the sub to achieve his equally dastardly aims. There is also the usual business of the fate of nations hanging in the balance only to be resolved by the tight-lipped good guy. The action doesn't leave too much time for characterization, but MacLean's description of the sub's crew and skipper might be of interest to real-life submariners. In one respect, the book is truly unique—no heroine, other than the sub; no love interest, other than the crew's regard for their ship, *uss Dolphin*.

MacLean finds strong competition in the storytelling field in Douglas Heyes' **The 12th of Never** (now, *there's* a title for you). This concerns a bit of insurance-cheating hanky-panky which becomes all fouled up when the intended and, up to that moment, willing, victim falls in love—and discovers that life has rewards that might not be found in the hereafter. His inevitable demise by cancer turns out to be not so inevitable after all. There's a matter of switching identities; unexpected and unwanted recognitions and the usual paraphernalia of such yarns. Nevertheless, the whole thing is quite believable, primarily because Heyes is an excellent writer.

If it's your dish, happy shudders.



## EARLY NAVAL COMBAT

Incidents from the

# PELOPONNESIAN WAR

Some time back, ALL HANDS published a special supplement entitled "The Birth of Sea Power" (January 1963), concerning the defeat by the Greeks of the invading Persians in the fifth century B. C. Sea power played a significant role in this important moment in history.

In this issue we again reach back into early naval history, to record a few incidents from the Peloponnesian War, which lasted 27 years. The struggle was between two factions which were vying for control of ancient Greece. It took place about half a century after the defeat of the Persians.

The Peloponnesian War, made famous by the great historian Thucydides, had—in its way—as much impact on history as the war between the Greeks and the Persians earlier in the century.

It is also of interest to the Navy reader because the war was fought on sea as well as on land.

Athens had a reputation as a sea power. Sparta and her allies were better known for their military capabilities on land, but they too came to excel in sea warfare.

For our purposes the incidents selected provide a picture of the development and growing importance of sea power in warfare in the fifth century B. C. Also described are some early lessons in strategy and tactics.

**T**HE PERSIAN AND PELOPONNESIAN Wars both turned on sea power. Unlike the Persian Wars, the Peloponnesian War was not, in its early stages, based upon territorial expansion, but was waged rather for control of trade and profits. During the expansion of Greece following the Persian War, most trade was controlled by two rival commercial leagues—the Delian, headed by Athens; and the Peloponnesian League, the strongest

members of which were Corinth and Sparta. Each city had a fleet for the purpose of protecting its commerce from pirates and from attacks by the other league. In fact, the distinction between piracy and what was later to be known as privateering was very slight—if it existed at all. Piracy was largely a method of dealing with commercial competition.

By the time of the Battle of Salamis in 480 B. C., Athens had maintained a considerable trade as far away as the Black Sea and had the greatest navy in Greece. At the time, Corinth was Athens' principal commercial rival, with connections mostly with the Greek colonies in the west. She was the leading commercial state in the Peloponnese (which was the western portion of the Greek mainland), where her political interests also lay.

Following the victory against the Persians at Salamis, the allied Greek fleet conquered both Cyprus and Byzantium. The possession of the latter assured Greek control of the wheat trade of the Euxine (now known as the Black Sea), and was a step in the formation of the Delian League, which in turn, was the outcome of the original anti-Persian League. The headquarters and the treasury of the Delian League were located on the tiny island of Delos—hence the league's name.

Sparta would have no part of the new Delian League. She was a monarchy ruled by a military aristocracy, conservative in outlook, and was satisfied to leave the Aegean Sea and surrounding waters to those maritime

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states which considered the sea and overseas trade important. For her part, she would rely upon her army (which was extremely efficient) and the resources of her own homeland.

While Athens, the sea power, looked more and more outward, Sparta turned ever more inward, fearful of her own slave population, distrustful of Athenian intentions, and prepared for the war which appeared inevitable.

**A**S THE TENSION GREW between the two states, the smaller Greek communities found it necessary to seek the protection of one or the other of the two major camps. Sparta took under her leadership the Peloponnesian League of neighboring states which depended upon the Spartan army. Athens retained and expanded her control of the Aegean Sea.

Conflict finally broke out as the result of a clash between Athens and Corinth, the Spartan ally, over rival spheres of influence. Corinth appealed to Sparta for help and, in 431 B. C., the disastrous and lengthy Peloponnesian War began.

The Athenian ships were not as heavily equipped as the others. Their superiority depended upon lightness and sound construction as well as the skill and daring with which they were handled.

The advantage in speed of the highly trained Athenian crews cannot have been great—perhaps half a knot at extreme speed for half an hour and less over long distances, combined with greater long-time endurance—but it was significant.

They could delay action while exhausting the enemy by goading him into fruitless attacks, then could either attack or refuse battle. They could ram and back away with only a moderate risk of becoming involved in a boarding fight. Above all, the superiority of the Athenians gave them a moral advantage which was worth as

much or more than the physical one. Instead of hoping to meet the enemy at a fixed point with covered flanks, as Themistocles had found necessary at Salamis, the more modern fleet preferred the open sea, where it could keep the enemy on the move, knowing that exhaustion would come to the enemy sooner than to itself.

*It would appear that, within the intervening years, the Athenians somehow had made a startling discovery. Instead of using their ships merely as vehicles to transport soldiers, they presumably had learned that the ships themselves—if skillfully handled—could be used as weapons.*

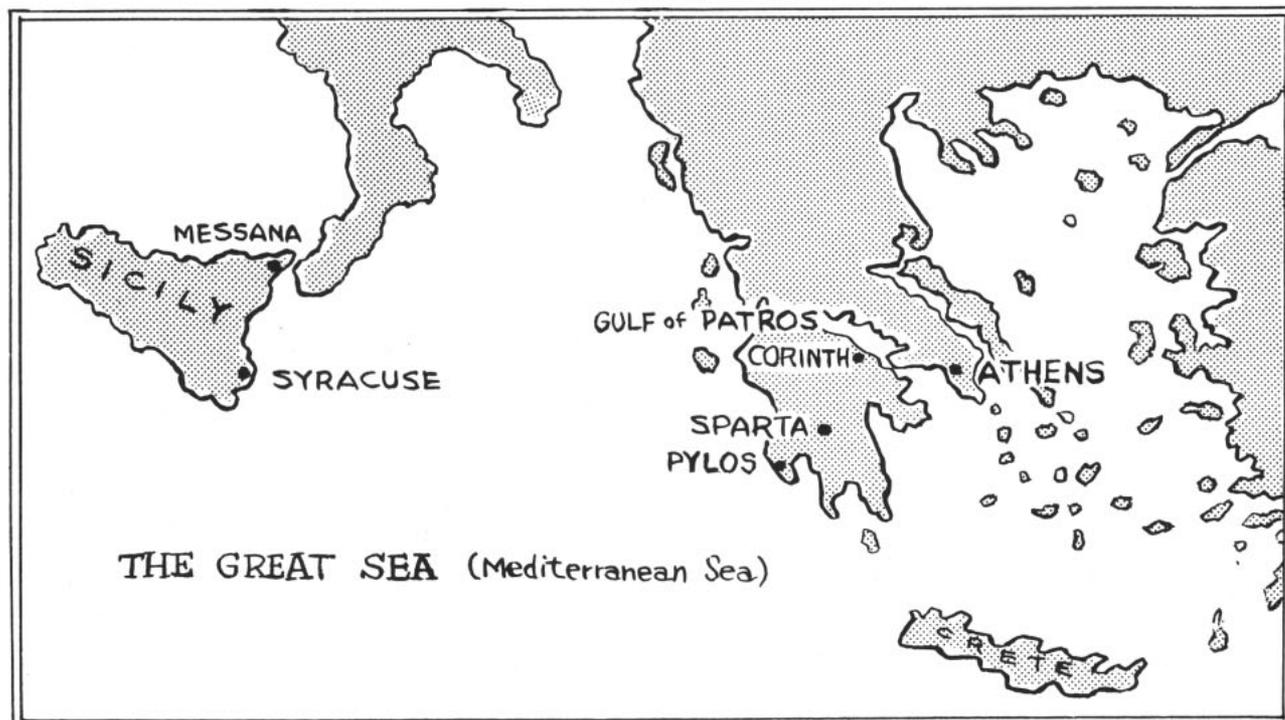
*This conclusion was probably not new in the historical sense at the time and, in years to come, the principle would be lost only to be recovered centuries later. Nevertheless, at the moment, it was revolutionary.*

**T**HUS, AT THE BEGINNING of the Peloponnesian War, the Athenians had completely changed their style of naval warfare from the tactics of Salamis. At that earlier time, the rowers were exposed, except for their shields, along the ship's side. By the time of the Battle of Sybota, the minor opening engagement of the Peloponnesian War, the oarsmen were better protected, with a deck (*catastroma*) over their heads.

At Sybota, all except the Athenians still fought an infantry fight with ships filled with soldiers. Only the Athenians had reduced the number of soldiers on board. The reduction in soldiers and their gear was one factor which made the Athenian ships handier in battle. If an Athenian ship should become involved in a ramming or collision, the oarsmen were then expected to come on deck with their arms and give battle.

Again, at Sybota, the lines of enemy ships were more or less compact and, after one ship had fouled another, they were unable to get clear. The Athenians, on the

**THE ARENA**—This is where warriors of the sea and land, Athenians against Peloponnesians, fought for 27 years.



## SEA BATTLES OF THE PELOPONNESIAN WAR

other hand, were in much more open order, thus providing more maneuvering room.

The first major naval event in the war arose out of the struggle to control the lands on the northern side of the Gulf of Corinth. At the time, the major portion of the Athenian fleet was stationed in the Aegean Sea. Because of this, the western Athenian fleet could not hope to be strong enough to stop the Corinthian western trade altogether. Nevertheless, in the winter of 430-429 B. C., Athens sent a squadron of 20 vessels under the command of an admiral named Phormio to operate against enemy vessels in the Gulf of Corinth.

Opposing Phormio were 47 triremes with some 1000 heavy-armed Spartan troops on board, plus numerous small craft which served as supply ships.

When intercepted in open waters in the Gulf of Patras just before dawn, the Peloponnesians immediately went on the defensive, although they greatly outnumbered the Athenians. They formed with warships in a circle, prows outward, and rested on their oars in the calm sea. Inside the circle their five best warships were placed to reinforce the outer ring at any point, and the smaller vessels huddled in the center.

Phormio had no intention of using the customary boarding tactics of the time, for he was outnumbered and he knew the enemy ships were heavy with infantry. Instead, he ordered his ships to await his signal to attack and meanwhile to row in a single column round and round the enemy circle, brushing close and feigning attack, so that the Peloponnesians backed water and gradually contracted their circle.

When the wind for which Phormio was waiting blew out of the Gulf with the rays of the rising sun and ruffled the surface of the water, the stationary ships of the Peloponnesians were blown foul of one another in the confined space. Men leaped up to stave off the neighboring vessels with poles, the air rang with shouts of abuse and the orders of the boatswains went unheeded. Even on those ships where the crews stayed in their places, they found it difficult to feather their oars, and their ships—not being under way—answered sluggishly to the rudder.

At this point, Phormio gave the signal to attack, and the Athenians rowed in to ram their opponents broadside. Wherever they attacked, they crippled their victims without the loss of a ship. Those of the Peloponnesians who were able, fled. The Athenians sank or captured 12 triremes during the following pursuit.

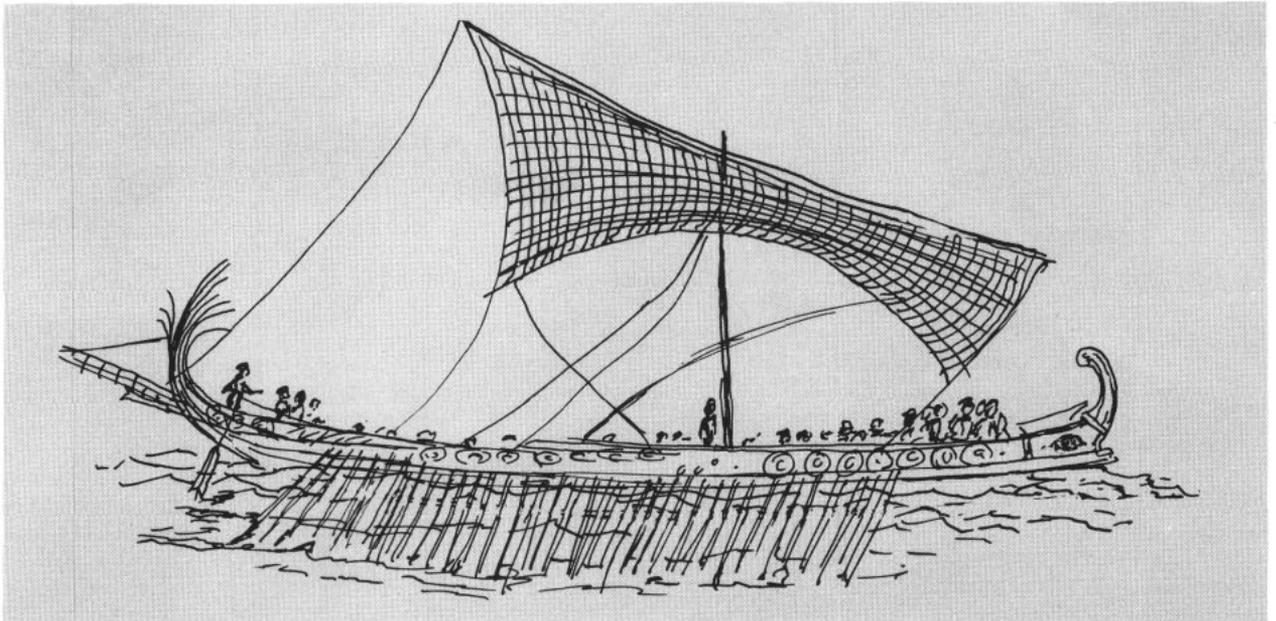
**A**FTER THE ACTION in the Gulf of Patras, Phormio requested reinforcements. Another 20 ships were sent him, but were delayed by orders to undertake a secondary operation on their way around the Peloponnese. Meanwhile, the Peloponnesians remobilized their fleet and started to meet Phormio with a total of 77 ships. They halted just within the entrance of the Gulf of Corinth on the southern side, where an army had come to support the fleet.

Phormio left Naupactus, his naval base, with the same 20 ships which had fought off Patras, and took position opposite the enemy on the northern side of the Gulf, where the local inhabitants were friendly and had assembled a number of soldiers to support the Athenians if need be.

The Athenians came to a halt just outside the narrows. Seeing this, the Peloponnesians also came outside the narrows on *their* side. The two fleets could easily observe each other, as the opposite points of land were only a couple of miles apart.

For about a week the two fleets eyed each other, the Peloponnesians preferring the coming battle inside the narrows where the shores were not far distant and where they had the support of the army in case they should be compelled to beach their ships. Phormio, on the other hand, wanted to draw the enemy outside the narrows where he had plenty of sea room. However, the Peloponnesians hesitated to delay too long for they too knew of the scheduled arrival of Phormio's reinforcements.

As time went on and the Peloponnesians saw that the Athenians would not attack, they decided to attack Phormio's home base at Naupactus and thus force him to give battle before he was reinforced. At the time they were lying at anchor in four lines with the best



ships to the eastward. In the morning they got under way and, without altering their formation, moved toward Naupactus on their own side of the straits in four columns in line with the fastest ships leading. Thus the leading ships were in the most favorable position to interpose themselves between the enemy and the port he was compelled to defend.

As the Peloponnesians hoped, Phormio embarked his crews in the greatest haste and hurried toward Naupactus while the local troops with him moved along the shore abreast of him. When Cnemus, the Peloponnesian admiral, saw the enemy within the gulf in a single column (probably 1500 yards long) coasting near the shore and, as he thought, within striking distance, he turned his ships simultaneously to the left and charged in four lines, with a front probably about the length of the Athenian column.

Owing to his misjudgment of pace and distance, 11 of the Athenian ships passed his right. The eleventh was hotly pursued by the leading Peloponnesian ship, which had outdistanced all the others. As the Athenian ship drew near Naupactus, she suddenly doubled around a merchantman which happened to be riding offshore, and rammed her pursuer broadside.

The deftness and aggressiveness of the maneuver threw the other Peloponnesians into utter confusion, and something very near panic ensued. The leading ships halted the pursuit in bewilderment. Some lost their heads and ran aground on the nearby shallows; others lost way and rested on their oars to see what would happen next. This was disastrous. The Athenians immediately charged and drove the entire fleet before them in wild disorder. They captured six more vessels and recovered nine of their own which had been damaged at the beginning of the engagement.

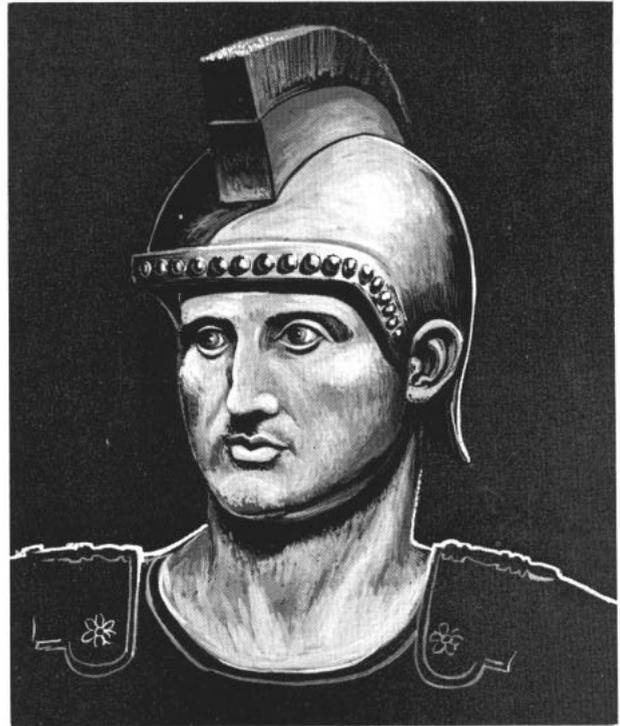
**T**HIS BATTLE, like the earlier one, was tactically an effort on the part of the Corinthians of the Peloponnesian League to make it a boarders' fight, while the Athenians preferred a fight of maneuver. Each was partially successful, but the advantage of maneuver by the Athenians was never afterwards displayed to so great an extent as under the direction of Phormio. In the future, the Corinthians made it a point to deny them the opportunity to maneuver.

The Athenian naval tactics of the day were based upon three conditions: Better-trained crews; faster, handier ships; and liberty of choice of the open sea for the place of battle. If any one of these requirements were missing, the tactics would fail.

*For the next few years, there was little of naval interest, although Athenian squadrons were busy everywhere from Sicily to Asia Minor, covering Athenian trade, escorting and supplying military expeditions and landing raiding parties.*

*Everywhere they met more or less resistance from hostile naval forces, but the Athenian hold on the Aegean Sea was unshaken, and in western waters some gains were made. Peace overtures were made, but refused by Sparta. At home, the war was not going well. Plague devastated the city of Athens and the Spartans ravaged the surrounding countryside.*

*Nevertheless, the Athenian seizure of Pylos in 425*



**TRAINED IN SEA WARFARE**, the ancient Greek, dedicated to the cause, fought courageously in battle.

*B. C. demonstrated to Athens and her allies that Sparta was not invulnerable. The fighting was bitter.*

**I**N THE FALL OF 427, the Athenians sent a squadron of 20 ships to capture Messena, Sicily, to prevent the importation of grain into the Peloponnese. The following year, Athens decided to reinforce its squadron operating in Sicilian waters with another 40 ships.

When off the west coast of the Peloponnese, the reinforcing squadron heard that a Peloponnesian force of 60 ships had preceded it. While the Athenian leaders deliberated as to their future action, a gale blew their ships into the harbor of Pylos.

Demosthenes, one of the Athenian admirals, strongly urged his colleagues to fortify the rocky point of Pylos. Ample material was available, and the harbor could be used as an important way station but the others were unimpressed by his arguments. However, the fleet was held in port by contrary winds and, in the meantime, the ships' crews, for want of anything better to do, began to fortify the point. After waiting out the storm for a few days, the main body of the fleet moved on, leaving Demosthenes with five ships to hold the port.

The Spartans were at first inclined to treat lightly the occupation of Pylos, as they were sure that they would have no difficulty in driving out the Athenians. Nevertheless, when the Spartan army then invading Attica heard the news, they withdrew their forces and recalled their 60 ships for an attack on Pylos.

To bar the entrance to the harbor, the Spartans occupied the island of Sphacteria in the harbor and, although they had intended to anchor a line of ships across the entrance channel, they neglected to do so. Demosthenes drew his three ships (the other two had been dispatched for help) on shore inside the harbor

## SEA BATTLES OF THE PELOPONNESIAN WAR

and then herded everyone into the fortifications, except for a few men stationed outside the wall where he thought the enemy might land.

The Spartans made simultaneous assaults by land and sea on opposite sides of Pylos. The soldiers at the northern end were stopped cold by steep cliffs. On the southwest side, where 43 ships attacked, the shore was not steep but the bottom was rocky. The captains hung back for fear of wrecking their ships. At last the captain of a trireme decided it was time to sacrifice a ship in order to make a landing. He forced his pilot to run ashore where his crew was repulsed by the Athenians.

This was enough, for the moment, for the Spartans. They decided to suspend operations until they could find timbers for siege engines.

**M**EANWHILE, THE ATHENIAN FLEET, now increased to 70 vessels, returned and found the harbor occupied by the enemy. In the morning the Athenians charged through the entrances to the harbor while the Spartans were still standing by their ships and making ready to launch them. Some of the Spartan vessels got off into deep water, but these the Athenians soon put to flight after damaging some and capturing five. The Athenians then returned to attack those vessels which had not left the beach, but the whole Spartan army hurried to the shore and, after a long fight, managed to save their empty ships.

This action, however, had completely reversed the situation. The Athenian fleet was now in complete control of the harbor and the Spartan troops on Sphacteria were isolated.

In their anxiety to save their troops, the Spartan generals consented to an armistice, on condition of temporarily yielding in pledge all their ships which were present, until a permanent peace could be arranged. Should no peace be made, the ships would be returned and the armistice ended. In the meantime, the rations of the Spartans on Sphacteria had to be severely limited.

(In the discussions at Athens the terms of the Spartans were rejected and the armistice ended, but the ships continued to be held by the Athenians.)

Sphacteria was now closely blockaded for several weeks. The siege was almost as difficult for the besiegers as for the besieged. The Athenians had no place available to haul their ships ashore, and only one small well was available for the entire fleet. The crews would take turns in eating their meals on shore and getting water while the rest of the ships lay at anchor on both sides of Sphacteria.

On the Spartan side, great efforts were made by night to supply the garrison by men in small boats and by swimmers. These attempts were so successful it was feared at Athens that the blockade might last until the season of bad weather compelled its abandonment.

**B**ECAUSE OF THIS possibility, a large expedition was sent from Athens to land on Sphacteria and make an active assault.

The main body of the Spartans was at the center of the island where there was a fortification and a well. An outpost of 30 men was stationed at a hill on the southern extremity. After the heavy-armed troops from

Athens had arrived, 800 of them were placed in ships and, a little before dawn, they attacked and overran the landings and the outpost.

Now in possession of the landings and their covering hill, the Athenians put ashore two-thirds of the rowers of the fleet, leaving only enough men to handle the ships.

The Spartan main body saw the loss of their outpost, and formed a phalanx to advance against the enemy. The Athenian heavy-armed troops who had first landed also formed a phalanx and the two bodies stood facing each other. The Athenians, although vastly outnumbering the Spartans, refused to move, as the ground was too rough to maintain the rigid formation which made the phalanx effective.

Meanwhile, the Athenian auxiliary light-armed troops swarmed up from the landing points and surrounded the Spartans. The latter could neither get at the auxiliaries nor ignore them to advance and attack the waiting phalanx. As the ancient writers phrased it, they were "much distressed," and found it impossible to retain their main position in the center of the island, so they fell back to a strong position at the northern end of the island.

In their final stand, the Spartans put up a strong defense but they did not occupy the very highest points of a precipitous rock immediately behind them, and eventually some Messenian allies of the Athenians found a circuitous route for their light-armed archers and javelin men to reach the summit. From this point, they were able to shoot inside the Spartan position at their leisure. Unable to attack or to defend themselves, the Spartans surrendered. There were but 292 survivors.

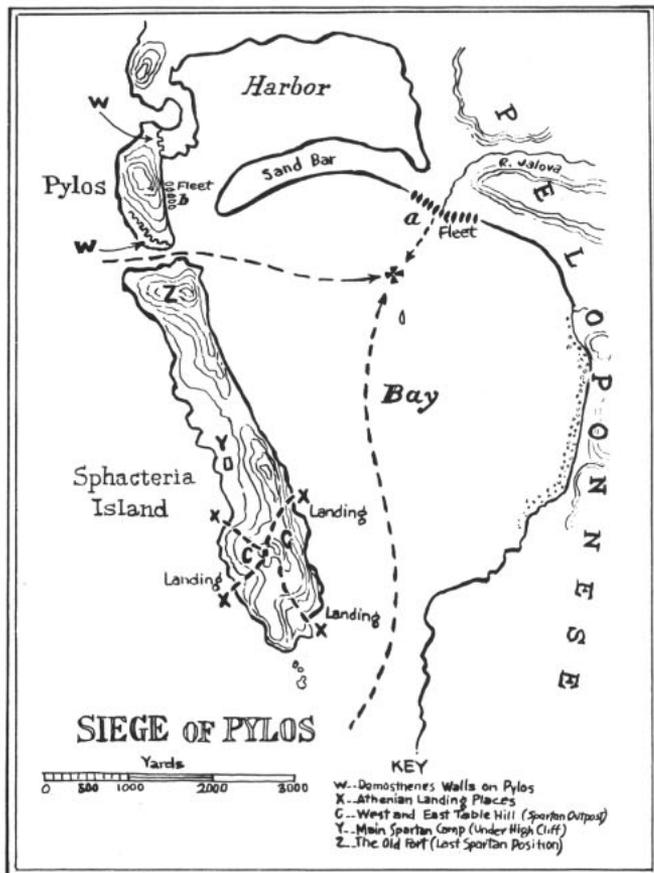
*Although the siege of Pylos was relatively insignificant in the over-all view of the Peloponnesian War, it marked another step in the history of European warfare. According to the standards of the day, Sparta's military prestige was shattered. Its phalanx had not been able to hold its position against light-armed troops.*

*Before this occasion, Greek battles had been decided by the charge of the phalanx of many ranks of heavy-armed spearmen, and the light-armed auxiliaries merely foraged and reconnoitered before battle and threatened the flanks during the battle.*

*Here, the missile weapons took an active part, while the Athenian phalanx merely stood in readiness. Men whose primary business was with the sea had landed and defeated troops of a city-state which was supreme in land warfare. True, the odds were all on the side of the Athenians, but it was their control of the sea which had made those odds possible.*

*For years, the naval aspects of the war remained stalemated. On land, the Athenians suffered defeat after defeat; the city of Athens itself was ravaged and destroyed, its crops burned, and its citizens died by the thousands of the plague.*

*Meanwhile, one of the truisms of warfare began to make itself felt. At the risk of oversimplification, it runs something like this: If a war lasts long enough those combatants who, in the early part of the war suffered defeat will, if flexible-minded enough, begin to adopt the tactics of the victors. When this comes about, it is*



Knowing that he faced certain death in Athens, he escaped his captors and went over to Sparta, where he remained for a time, an enemy of his former compatriots.)

The Athenian attack began well with a landing at Dascon in Syracuse's Great Harbor. Six months later the entire Athenian fleet and army began to encompass the city with a wall on the land side while the fleet blockaded the harbor entrance.

Then things began to go wrong. Lamachus, the only "military" general of the three chosen, was killed; the fleet was defeated in a minor skirmish; supplies ran short and the Syracusans managed to build a cross wall which halted the Athenians' attempt to maintain a tight siege.

Nicias, the remaining general (who had always opposed the idea of the Syracusan attempt), begged desperately for more aid from Athens.

Demosthenes arrived with 73 more vessels and was badly defeated in his first attempt to destroy Syracuse's cross wall. Convinced that the expedition was doomed to failure, he tried to persuade Nicias, who had inexplicably turned stubborn, to leave Syracuse. When the Athenians were ready to retreat, it was too late. The Syracusans had thrown a boom across the mouth of the harbor and, in a desperate engagement, managed to inflict a heavy defeat upon the penned-up Athenians.

The Athenians abandoned their ships and fled for the hills surrounding the harbor. After that, it was merely a matter of mopping up. The two leaders, Demosthenes and Nicias, were fortunate, for they were killed as soon as they surrendered. Those Athenians who escaped the general massacre were put in the quarries of Syracuse, where they met a lingering death. Few escaped.

likely that the side which earlier lost the battles will eventually win the war.

In this case, the Peloponnesian League had learned the hard way something of the naval tactics of the Athenians. It was, in part, this change in outlook which contributed to the disastrous defeat of the Athenians at Syracuse, the first of several major defeats which brought the long bitter war to an end—an end disastrous to all Greece.

Many factors contributed to Athens' defeat, but most certainly, internal dissension and quarreling political parties in times of crisis were major contributions. At the same time, Sparta discovered within her own ranks men capable of outsmarting the Athenians at sea as well as on land.

**B**Y 416 B. C., Athens—bereft of many of her former allies—made one last desperate bid for final victory. In response to an appeal for help by Eggesta, a colony in Sicily, Alcibiades, a brilliant (if unreliable) leader of Athens at this time, recommended that the most effective aid to Eggesta would be an attack on Syracuse itself, the major city of Sicily. If Syracuse were defeated, the entire island would fall and Carthage, a trade opponent of Athens, would be crushed. The enhanced prestige and new allies resulting from the success of the expedition would be enough to turn the tide in Athens' favor.

After some hesitation the plan was accepted and, in June, a huge fleet under the command of three Athenian generals set sail. No sooner was the fleet underway when Alcibiades, one of the three, was recalled to Athens to face charges of sacrilege. (He never arrived.

**I**T WOULD BE REASONABLE to expect Athens' immediate downfall. Sparta's fleet was now superior to Athens. Athens' treasury was almost empty; she was now held in a state of semi-blockade; 20,000 of her slaves had deserted; the remaining cities of her empire revolted; Persia had intervened on the side of Sparta.

Yet Athens managed to hold out another 10 years. A moderate party had taken over from extremists within the city. Another—and last—fleet was built. A partial victory in 411 B. C., helped restore confidence; a more complete victory the following year once more gave Athens hope. Alcibiades who, once more, had turned to help Athens, captured Byzantium in 408, thus assuring for a time a safe trade route for Athens' food supply.

In spite of the upturn of Athens' fortunes, the end was in sight.

The final blows were struck by the great Spartan admiral Lysander, who figured in a naval victory off Notium, another decisive victory at Aegospotami, and the siege and capitulation of Athens. The story is much too long to be told here. Briefly, Lysander, in spite of Alcibiades' best efforts, managed to split Athens' fleet, then defeated each portion one by one. He then moved almost effortlessly to blockade Peiraeus, Athens' seaport. After six months of starvation, the city accepted Sparta's terms.

Her walls were torn down; her empire ended.

If this has whetted your appetite for the whole story turn back to your favorite history and read the full account of the Peloponnesian War.

# TAFFRAIL TALK

**A**LASKA has a reputation for its fine fishing, and the CO of Patrol Squadron One, on deployment to Kodiak, knows why.

CDR Frank Forsberg, USN, was flight checking LT Chuck Caldwell, USN, making full-stop landings on the Kodiak runways which lie next to the salmon-filled Buskin River.

On one landing CDR Forsberg was confronted by two events which called for quick action. First, he saw salmon leaping out of the Buskin as they headed upstream, and second, he saw a friend nearby with fishing gear, trying his luck.

CDR Forsberg gave orders to prepare for the next takeoff, then hopped from the plane, trotted 50 feet to where his friend was standing, and quickly negotiated for the loan of his fishing gear.

He cast the line, reeled it in, then quickly cast again. This second time he got a strike.

He reeled in a 16-pound silver salmon, thanked the friend for accommodating him, then crossed back to the *Neptune*, readying for takeoff.

His catch was still wiggling as he climbed back aboard the plane after just seven minutes.

★ ★ ★

**ALL HANDS'** art staff was short one man when this issue went to press. Fontaine Maury Sneed, who had occupied the corner desk for over two years, left the office in January. He's still behind a Navy drawing board, however, in a different section of the city.

While we're still looking for another civilian artist, a military crow-quill type is getting used to the magazine's routine. He's Robert J. Grabowski, SA—"Ski" for short—who arrived in D. C. fresh from recruit training at Great Lakes.

Ski is admittedly a boot as far as the Navy goes, but he's had lots of training in his profession. Originally from Stamford, Conn., he enlisted in the Navy after completing four years of study at an East Coast art college and work in commercial art. He says he joined the Navy for experience. He'll undoubtedly get it—watch for his centerspreads.

★ ★ ★

Everyone has occasional bad moments but, for a certain Navy paymaster, the worst time of all was probably a few tooth-gnashing minutes last July.

It was payday, but when this particular paymaster spun the dial on the safe and gave the handle his usual jerk, the only result was a hollow clunk from inside.

Since there are few people more unpopular than a paymaster who won't fork over, he tried again. And again. Still no luck. By this time the word had spread around and grim murmurs came from the crowd growing outside the office. Desperate, the paymaster turned to the group for help. There were plenty of volunteers, but no one could deliver the goods.

At this point *uss Prairie* (AD 15) offered just what was needed: an honest safecracker. F. L. Herbert, SF1, walked aboard with his black bag, jimmied the safe, and opened the door. While the crowd watched, \$28,000 fell onto the deck.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

**ALL HANDS** does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, 1809 Arlington Annex, Navy Department, Washington 25, D. C.

### • AT RIGHT: CHILLY SCENE—

The icebreaker USS Edisto (AGB 2), one of the trailmakers in the Antarctic, rests in bay near Hallett Station. Making for a scenic background is Mount Herschel.

**ALL HANDS**



# In Today's Navy - A Basic Theme



**PEOPLE TO THE FORE IN 1964**