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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1964

Nav-Pers-O

NUMBER 575

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN
The Chief of Naval Personnel

REAR ADMIRAL J. O. COBB, 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 Blasdel, News

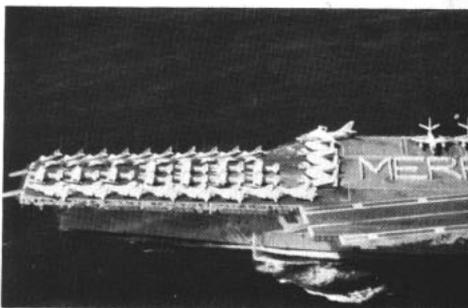
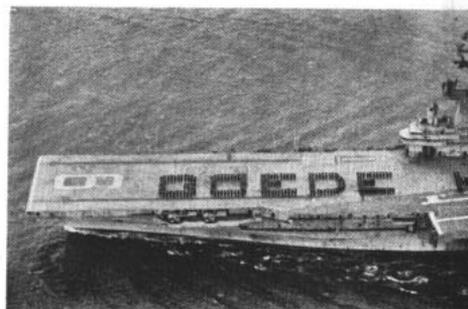
Jerry Wolff, Research

Don Addor, Layout & Art

French Crawford Smith, Reserve

● AT LEFT: FROSTED SHIP—The U.S. Navy's commitments as a protector of peace and freedom of the seas call for continuous duty in the far corners of the earth—from polar regions to the tropics. Here, a Navy ship on operations in Atlantic sports a covering of ice.

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CHRISTMAS CHEER—Destroyers go all out with light displays. Rt: Carriermen spell out Merry Christmas (Top is Dutch).



SIGNS OF CHRISTMAS—Cruiserman of USS Topeka (CLG 8) sends greetings to relatives. Below: Chapel at McMurdo Sound, Antarctica. Rt: Whitehats aboard Maury (AGS 16) ready gifts and decorations for shipboard orphans' party.



Around the World

*I saw three ships come sailing in
On Christmas Day, on Christmas Day
I saw three ships come sailing in
On Christmas Day in the morning.
—English Christmas Carol*

IF YOUR SHIP doesn't come sailing in for this "Christmas Day in the morning," it will mean one significant thing: You will not be home for the holidays. It will also mean nostalgia—especially, perhaps, if you are spending your first Christmas away from home.

Most of us have been in the Navy long enough to know from personal experience that the Navy's operational commitments continue wheth-

er or not there's a holiday season at hand. But this still is no cure for nostalgia because, as the saying goes, there's just no place like home for the holidays.

Try as we might, in the environment of a routine day's work aboard ship, chugging along a tedious patrol route over a desolate seascape, it is difficult to recapture the internal warmth and contentment that usually accompany Christmas—call it Christmas spirit or whatever you like.

But by helping to maintain our nation's defense systems, we are performing an important job. In troubled times, whether it's a Sunday or holiday, the free nations cannot be

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FAMILIAR SIGHT—Around the world Navy ships sport yuletide lights. Below: Santa receives a note at NS, Adak, Alaska.

On Christmas Day

caught with their guard down. This year, as in the past, Navy ships and their crews will be witnessing the Yuletide season in many different climates, in many different parts of the world, on the four oceans or "the seven seas."

But as Christmas draws nearer, the old familiar spirit somehow manages to surmount this obstacle of exile. Packages and cards from family and friends arrive by mail, and the spice-sweet aroma of homemade fruit cake and other goodies pervades the area, providing a magic carpet ride back home to mom's side in the kitchen—the nerve center of a successful holiday celebration.

Many Navymen, of course, will not have to rely on this mental image. They will actually be at home to help baste the turkey, trim the tree and make secret missions to the stores for those last-minute shopping sprees. Where possible, leave policy is usually liberalized for Christmas.

FOR THOSE WHO cannot be home, there will be—this year as always—many activities throughout the naval establishment—the type of activities that make Christmas what it is all over the world; and Navymen will be part and parcel of them. As examples, we cite some activities

that took place last Christmas:

An eminent visitor brightened Christmas day for Navymen on the dark continent of Antarctica. Francis Cardinal Spellman visited Byrd Station, McMurdo Sound and Amundsen-Scott South Pole Station, offering religious services for Navymen who had volunteered to winter over with Operation Deepfreeze.

From these small recreation halls and laboratories at isolated outposts on the bottom of the world to Navy vessels whose location could be pinpointed only by degrees of latitude and longitude, chaplains of all denominations were transiting by heli-



HAPPY TIMES—Children from Yokohama home receive toys from nearby unit.





NOW HEAR THIS—The Bluejacket Choir at NTC, Great Lakes, sings out Christmas songs at base of tree on Ross Field.

copter, cargo plane or highline to lead worship services on the holy day.

Through the combined efforts of the Japanese Air Self-Defense Force and U. S. Navymen at Kisarazu, Japan, 160 local orphans, aged 2 to 14, enjoyed a Merry Christmas at the auxiliary landing field there. They were taxied around Kisarazu's runways in transport planes and shown around the base. After a lunch of hamburgers, baked beans, french fries and chocolate milk, they moved to the station gym for a magic show, songs by children from local schools, a ballet performance and entertainment by a drum and flute drill team. Santa flew in and passed out gifts; then the kids topped the day off with ice cream and cake.

In another part of Japan, *uss Grafias* (AF 29) sponsored a party for 88 Japanese children from a Sasebo orphanage. The kids toured the ship, had turkey dinner, saw movie cartoons, then received gifts from Santa.

SANTA landed his sleigh aboard *USS Independence* (CVA 62) in the Med to deliver about 1400

lbs. of Christmas mail—perhaps the best present he could bring to the shipboard sailors. VR-24 helps Santa with this annual Christmastime practice by providing a plane that is decorated to resemble a sleigh.

Independence, in turn, entertained children from orphanages and homes in Cannes, France. There was dinner, a party, a puppet show, a Christmas pageant and gifts galore. Sailors went ashore for four days to do fix-up work on the orphanages.

The USO in Nice, France, presented 15 free phone calls home to happy bluejackets whose names were drawn from ticket stubs. Also, six sailors answered invitations to a royal dinner with Prince Rainier and Princess Grace of Monaco.

Sailors in the south of France area were invited into French homes for the holiday.

Orphans in Charleston, S. C., were remembered last Christmas by the crew of *uss Everglades* (AD 24). A party, which included a buffet, was held on board for 28 local children, after which gifts for the orphanage bought by donations from the crew, were presented. They included kitchen utensils, bedding and

linens, some much-needed winter clothing for the youngsters, and a stereo record player.

At Sanford, Fla., 40 children from families which might otherwise have been denied a Christmas celebration, were treated to gifts and a party at NAS Sanford. There were the usual songs, skits, ice cream, cake and presents, after which St. Nick presented the complete makings for a Christmas dinner to each family.

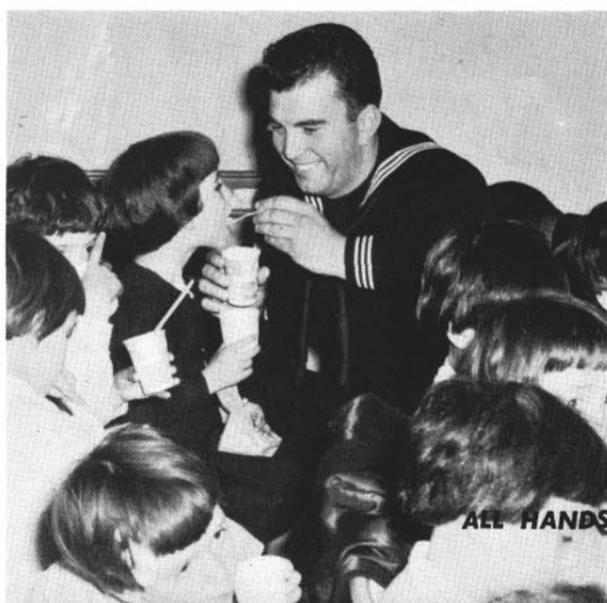
THESE ARE ONLY a few of the multitude of ways that Christmas is celebrated around the world by Navymen who cannot be home with their own families.

By expressing the friendship and kinship for people the world over that Christmas traditionally creates, Navymen in the distant corners of the globe are helping to portray the true intentions of the United States in its pursuit of Peace on Earth, Good Will Toward Men.

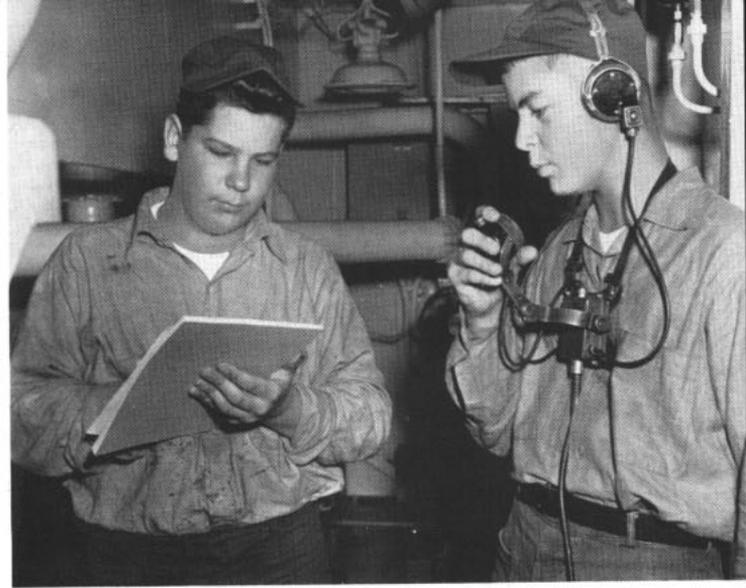
At the same time, two of Kipling's lines are especially poignant:

"High noon behind the tamarisks —the sun is hot above us/As at home the Christmas Day is breaking wan . . ." —Bill Howard, JO1, USN

SHIP AND SHORE—Pacific carrier men attend services in hangar bay chapel. *Rt:* Spanish orphans get Christmas treat.



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TWO SEA CADETS practice code with *Coral Sea* flashing light. Right: Cadets run through telephone talking drill.

Sea Cadet Corps

SIXTEEN SEA CADETS hoisted their seabags on their shoulders and walked up the gangway to *uss Coral Sea* (CVA 43) to spend eight days in training at sea off the northern California coast.

The cruise enabled the Cadets, from the *uss Hancock* Squadron, to complete practical factors for rating advancement and get a firsthand look at a carrier. Tours of the ship familiarized them with *Coral Sea's* armament, damage control facilities, boiler rooms and bridge.

During the first three days the cadets attended sessions on first aid, the sound-powered telephone nomenclature, firefighting, marlinspike seamanship and other basic shipboard subjects. After the lectures they worked in the Deck Division.

Sea Cadet Corps units began forming in the United States in 1958, as a joint effort of the Navy and Navy League to prepare boys for military service. Today there are over 80 active units.

Boys from 12 to 14 may train in basic seamanship for two years, then join the U. S. Naval Sea Cadet Corps. In the Corps they are given the same mental and physical examinations as their regular Navy counterparts and pursue the same basic curriculum as new Navy recruits.

As long as a cadet remains active in the program he can advance in rating the same as a regular Navyman, and can go into the regular Navy holding the rating he achieves through the program.

NOZZLE MAN demonstrates knowledge gained in firefighting classes for Cadet Corps officer. Rt: Boys spend off-duty time playing chess in recreation area.



FOR THE RECORD—Sea Cadet receives certificate from *Coral Sea* commanding officer as carrier ends training period and eight-day cruise.

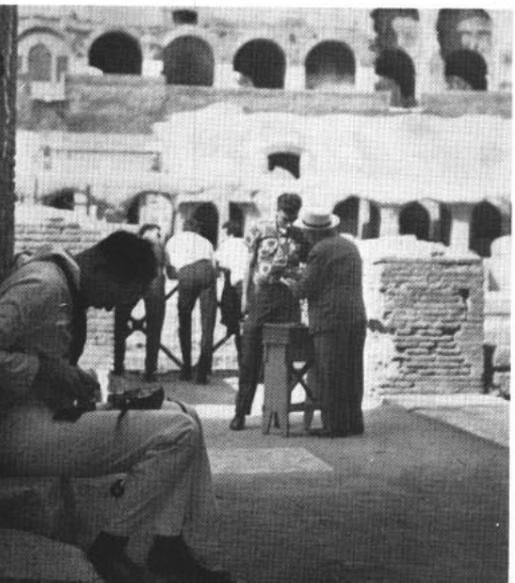




ON THE MED—Roosevelt crew members look at birds in Barcelona. Rt: Carriermen enjoy cafe while touring Capri.



IN PORT—Carriermen draw crowd with guitars on Riviera. Below: Historic landmarks of Rome are visited.



A Merry Leave in

A LONG WEEK-END in the Swiss Alps, watching a bullfight in Barcelona, a tour through the basilica of St. Peter in Vatican City, a snapshot spree at the Parthenon in Athens, or eyeing the beauties on the beaches of Cannes—these are some of the activities Sixth Fleet sailors engage in while on liberty in the Mediterranean.

At one time ancient scholars considered the Mediterranean the center of the world. Today, with its history, friendly people, colorful customs, and sub-tropical climate, it is indeed

a world tourist center. White hats are a common sight as they bob among the throngs of sightseers.

Each port has its outdoor cafes, street vendors, ancient cathedrals, horse-drawn carriages, etc., but each country will have all these things in a fashion that is as different from the others as is the language.

Beyond the port cities, Sixth Fleet Navymen may also tour other parts of Europe. These tours, set up through the ships, make trips to places like Paris, Rome and Munich available to the crew at low cost.

PLEASURE BOUND—Men of *Franklin D. Roosevelt* (CVA 42) board liberty boat.





IN CAPRI Navymen relax at cafe.



ON FILM—Carriermen put their cameras in action to capture scenes on the Island of Mallorca. Below: Souvenirs are appraised while in port in Spain.

the Med

While the men of the Sixth Fleet are seeing the sights ashore the people in turn, see the Sixth Fleet by visiting the ships in port. The attack carrier *uss Franklin D. Roosevelt* (CVA 42) has acted as host to over 20,000 visitors in five months.

At sea the men of the Sixth Fleet work long and hard hours as members of an international team dedicated to freedom of the seas but, when the Fleet anchors, there is always a long line waiting for the first liberty boat.

—Thomas D. Talley, JOSN, USN

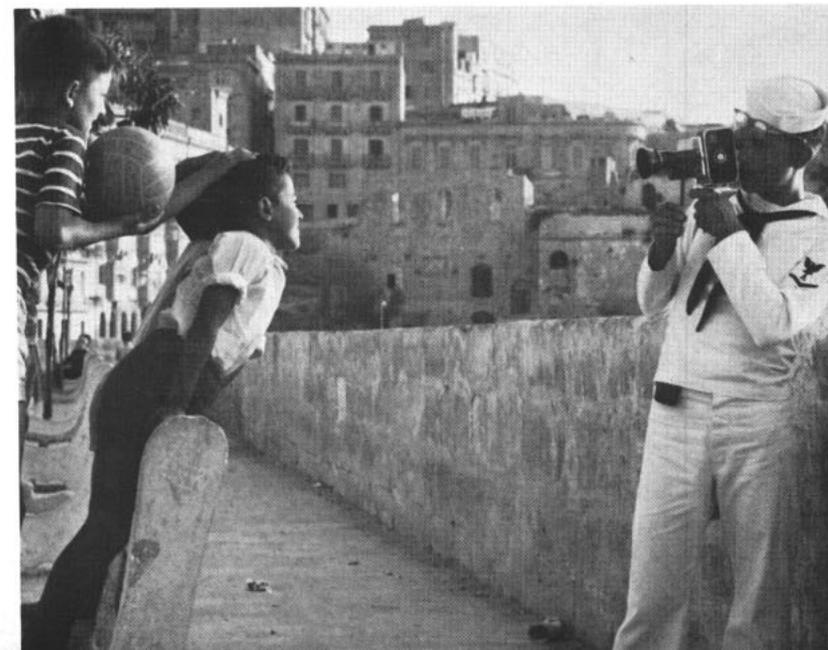
FOR HOME—Post cards are scanned.

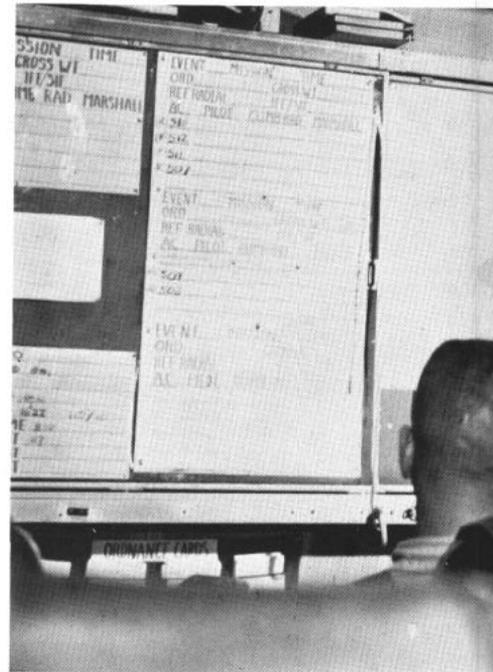


SMALL HAMS—Young boys of Malta grin as *Roosevelt* sailor mans his camera.

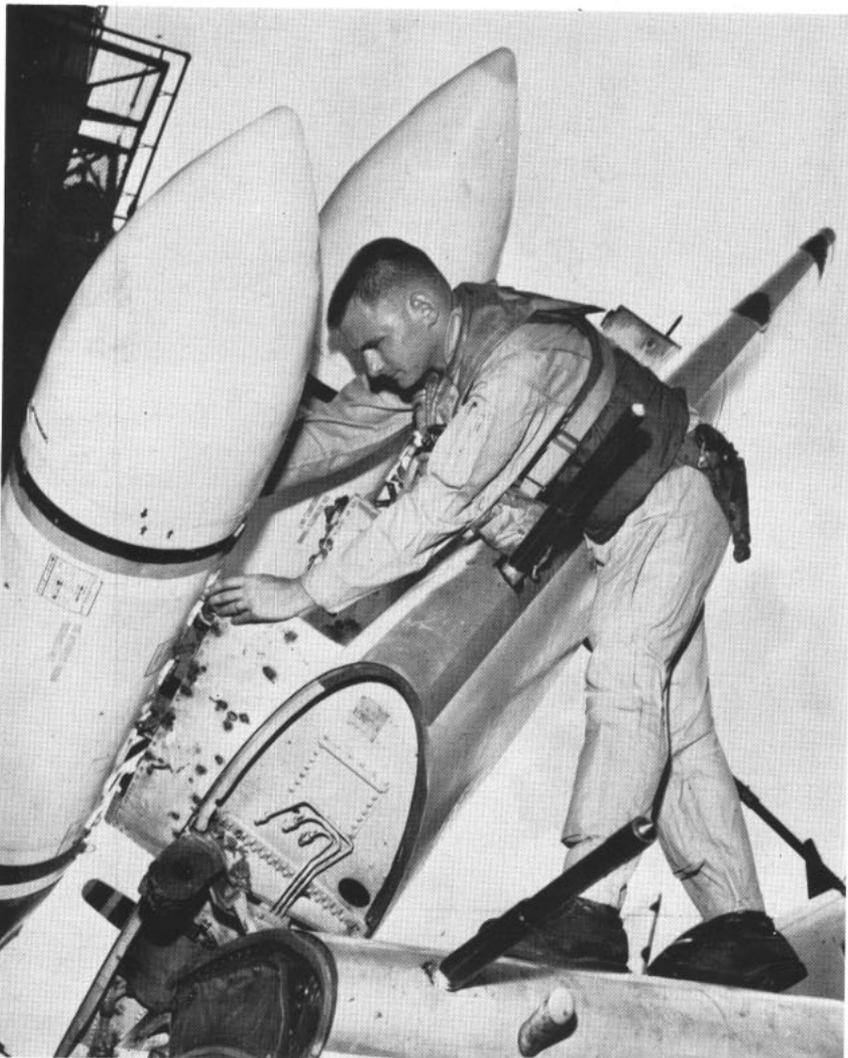


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PILOTS LISTEN intently to briefing (left) as plans are mapped out (right). Below: Last-minute check of aircraft.

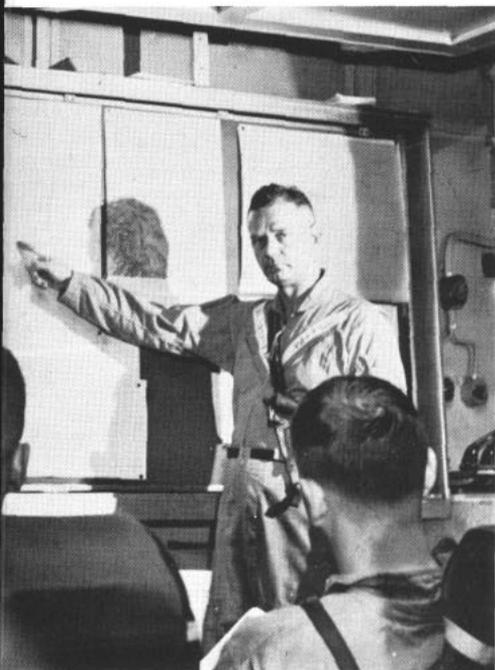


TONKIN:

Routine shipboard drills have their share of monotony. But there was plenty of excitement not so long ago when the men of USS Constellation (CVA 64) were assembled for "just another drill." This was the real thing. Planes were being dispatched to meet the threat of Viet Cong units which had fired upon U. S. Navy ships—the first time any American ship had been attacked by hostile forces in more than a decade.

Those drills paid off. Here is an USS Constellation steams at sea.





READY TO GO—Pilot boards his plane after making certain plane and equipment are ready for flight over Vietnam.

A FOOTNOTE TO HISTORY

on-the-scene report of that incident in August which is now part of history.

IT HAD BEEN a quiet and peaceful day for the men of the giant attack aircraft carrier *uss Constellation* (CVA 64).

The ship had departed the exotic port of Hong Kong the day before and many of the men were reliving their experiences as the ship headed for the South China Sea to resume operations with other units of the

U. S. Seventh Fleet. The giant ship was slicing her way through the blue water, launching her aircraft into the afternoon quietness when, suddenly, the peace was shattered.

"General Quarters!" The alarm immediately called 4200 men to their battle stations.

Brief moments later, the voice of Captain Frederic A. Bardshar, Commanding Officer of *Constellation* was heard over the ship's public address system. He gave his men a brief summary of the events taking place

in Southeast Asia in the past 24 hours. North Vietnamese surface vessels had attacked two U. S. destroyers, *uss Maddox* (DD 731) and *Turner Joy* (DD 951) operating on routine patrol duty in international waters in the Gulf of Tonkin.

The captain also explained to his crew that, in retaliation for this unprovoked aggression on the high seas, aircraft launched from *Constellation's* flight deck were now on their way to join with aircraft from the carrier *Ticonderoga* (CVA 14)

FLIGHT DECK officer gives high sign as A4C Skyhawk is catapulted from carrier's deck en route to Vietnam mission.





THUMBS UP—Pilot and his director exchange traditional "thumbs up" signal signifying that the plane has been checked and all systems are flight ready.

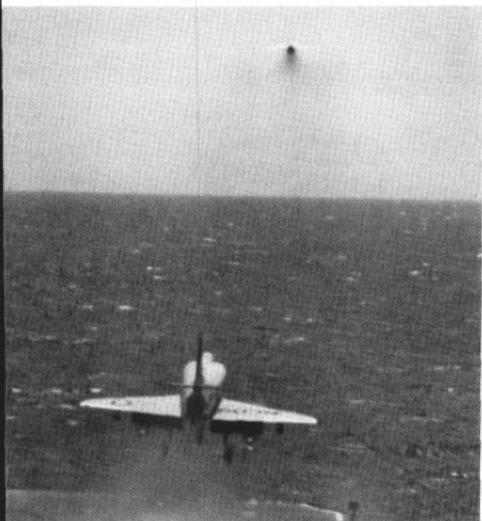
in strikes against patrol boat bases and supporting facilities in North Vietnam.

Constellation, in company with *uss Fechteler* (DD 870) and *Gridley* (DLG 21), units of Rear Admiral W. S. Guest's Carrier Division Nine, were now the offensive spearhead for one of the U. S. Seventh Fleet's high speed task forces.

ACTIVITIES on the flight deck had slowed for the moment. The screaming jets and propeller driven aircraft, laden with rockets and hundreds of rounds of ammunition, were now racing to their targets.

Maps of the target areas were still pinned to the walls in the many briefing rooms about the ship.

CONNIE'S PARTNER—Jets from *USS Ticonderoga* (CVA 14) streak to join those of *Constellation* in raid.



Squadron personnel stood by, impatiently awaiting the first word from their pilots. The aircraft recovery crews were on alert on the flight deck.

For some of the older men, this was not entirely new. They had gone through similar experiences years before, during World War II, and more recently, in Korea.

But, for the younger men, this was the first taste of action. This was the "real thing." This was what they had been trained for, all the while hoping it would never come.

The aircraft they had worked on for so long, checking and rechecking, were now making actual attacks on real targets with live ammunition. And they were facing heavy anti-aircraft gunfire.

A young plane captain, hardly old enough to cast his first vote, stands on the flight deck. He is remembering the traditional exchange of the 'thumbs up' signal with his pilot as they both completed last minute checks before the plane taxied into position on one of *Constellation's* four steam catapults.

THEN THERE IS no time for remembering. The word has been passed, "Stand by to recover aircraft."

Suddenly, the flight deck is dotted with brightly colored shirts as recovery crews scurry about, clearing the huge four-acre seagoing airstrip for the first returning aircraft.

As the roar of the returning jets increases, each plane number is called by the Flight Deck Officer, to alert the different crews to stand by for recovery of their aircraft.

Like clockwork, with a mighty roar the planes touch down and are caught on the arresting cable. As quickly as one plane is safe on the deck, it is whisked out of the runway area, and another touches down. One plane is slightly damaged.

Even from this distance you can see the tense, strained look on the pilots' faces. Two recovery crews are still standing by, their eyes anxiously scanning the skies for some sign. Their aircraft have not returned.

Then, all too soon, it is evident that two of *Constellation's* aircraft will not be returning.

Two pilots are missing in action. One of them was later reported as captured.

THE STRIKE had been a success. All designated targets had been destroyed or severely damaged.

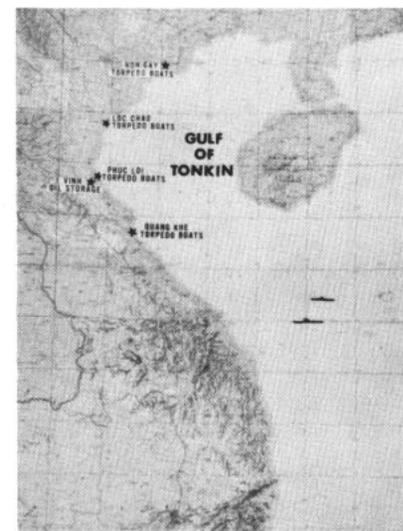
An oil storage depot, representing 10 per cent of North Vietnam's petroleum storage capacity, was 90 per cent destroyed.

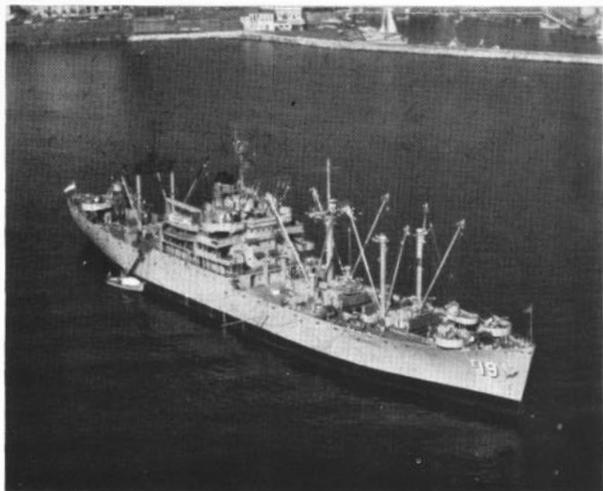
Approximately 25 patrol boats were damaged or destroyed. A report of the mission had been written and is now being reviewed. The crews of the missing aircraft will be assigned to other planes.

The strike is completed, but the job is still undone—the job of maintaining peace in Southeast Asia, keeping the world's sea lanes open, checking aggression in Vietnam.

This is evident as the many aircraft aboard *Constellation* are checked, re-checked, refueled, re-armed and made ready.

POSITION OF carriers is shown at time of air strikes on Vietnamese bases and supporting facilities.





Talos Takes a Trip

UNDERWAY replenishment of naval forces is a relatively young art, when one remembers that navies have sailed the seas for well over two thousand years.

In fact, underway replenishment was first seriously attempted just before World War II. During the war, it became a reality and accounted to a large extent for increased mobility of our fleets.

The transfer of missiles has provided a real test of the principles of at-sea replenishment. These missiles are not only large and heavy, but also delicate, for they contain many electronics packages. This makes life complicated for the ships involved.

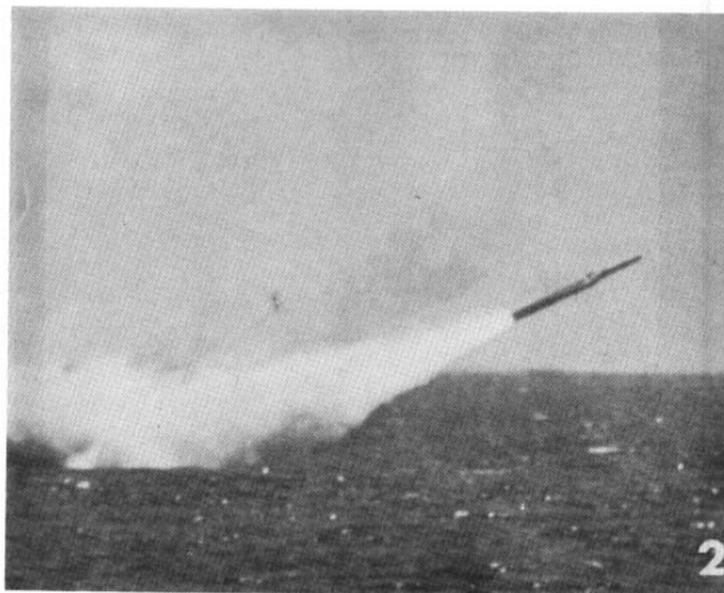
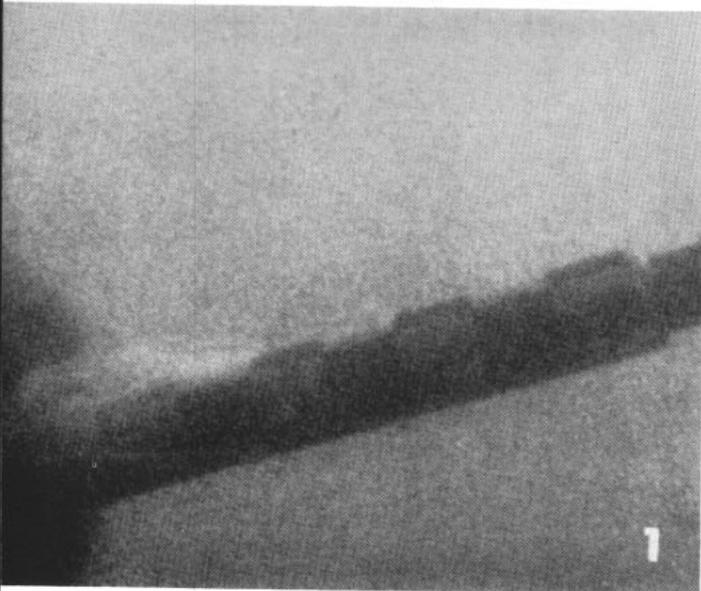
A contribution toward the development of rapid missile replenishment was made earlier this year during Sixth Fleet exercises. A live missile transfer at sea was completed from *USS Diamond Head* (AE 19) to *USS Albany* (CG 10).

Because of their size, the missiles and booster packages are transferred separately, then remated on board the receiving ship.

Evaluation of the problems encountered during transfers of this type will aid the development of faster handling equipment.

Clockwise, from upper left: (1) USS Diamond Head (AE 19). (2) The live Talos missile moves between ships on carefully tended lines. (3) USS Albany crew prepares missile for stowage. (4) USS Albany (CG 10).





Subroc: Rocket, Bomb,

LATE LAST YEAR the Navy passed a major milestone in the testing program for its antisubmarine weapon *Subroc*. An underwater-launched missile capable of destroying enemy submarines at long range, *Subroc* is

an important new member of the Navy's arsenal. It points up, once again, the role of nucleonics and electronics in the space age world, and it is one more indication that in this we must deal not only with outer

space but with inner space as well. Here is the story of the development of *Subroc*, based upon information from the U.S. Naval Ordnance Laboratory, where it was born.

The basic plan for an underwater-launched antisubmarine weapon that would take to the air and be effective at long range was conceived at NOL, White Oak, Md., in the mid-1950s. Follow-up studies established the feasibility of the concept which, in turn, led to the establishment of a development project and the selection of a prime contractor in 1958.

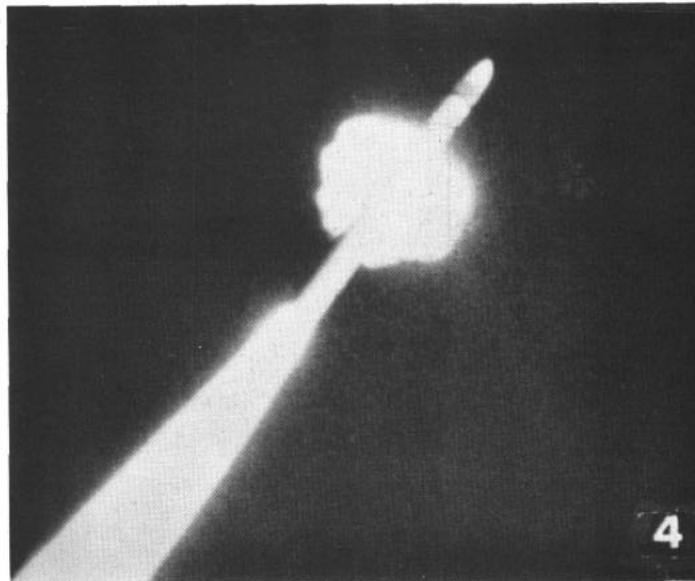
Five years after, in late 1963, *Subroc* passed its last big hurdle—actual flights from a moving submarine in the Pacific Ocean. At this time the missile was fired from varying depths and over varying distances—up to its classified maximum range.

In today's changing world, an antisubmarine weapon is a vitally important weapon. Enemy submarines represent a challenge to the free world's use of shipping lanes. Furthermore, missile-firing submarines, in the hands of an unfriendly power, would mean that protection of our coastal cities would assume an even higher priority than before.

The development of weapons systems aimed specifically at combating this menace has been going on for some time, and *Subroc* is a major fruit of this extensive research.

UNDERWATER pressure tests were conducted at Naval Ordnance Laboratory.





Missile

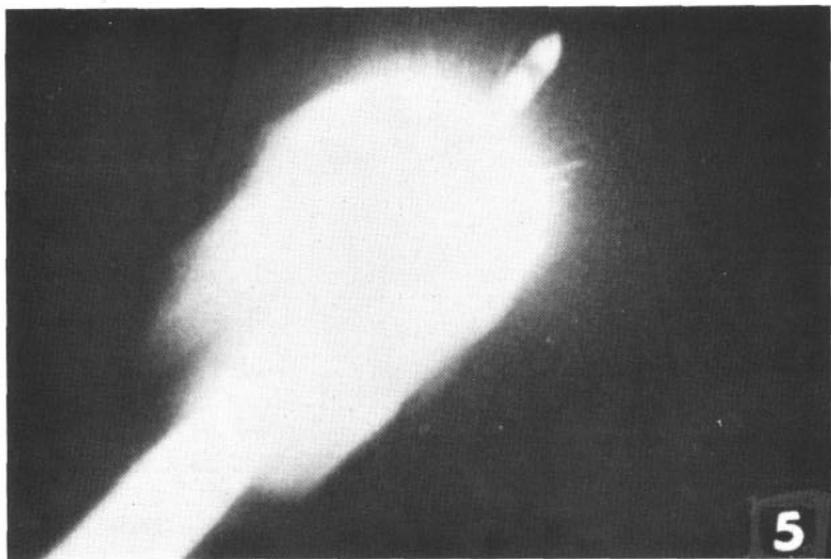
With the unveiling of *Subroc* came the news that the United States is building approximately 25 fast, nuclear attack-type submarines "capable of seeking out hostile submarines and destroying them with *Subroc* missiles."

UNLIKE *Polaris*, *Subroc* is designed to be launched horizontally from standard submarine torpedo tubes, using conventional ejection methods. Once *Subroc* is a safe distance from the submarine, a solid fuel rocket motor ignites underwater and propels the missile upward and out of the water.

A lightweight inertial guidance system directs the missile on a determined course by means of a thrust vectoring system on the rocket motor. At an appropriate velocity, separation of the rocket motor from the depth bomb containing the nuclear warhead is accomplished by a thrust-reversal and mechanical disconnect system.

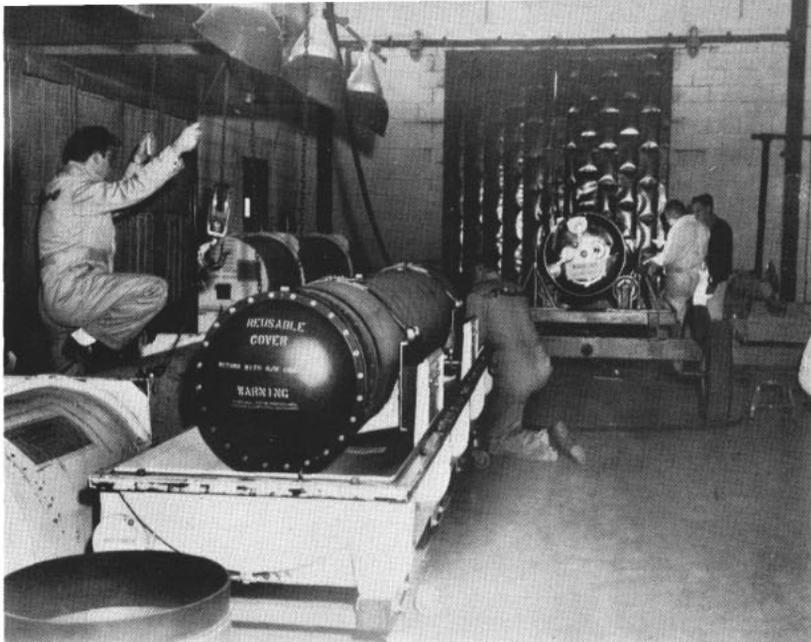
After separation, the slender depth bomb continues on its trajectory under control of its guidance system, which now steers the projectile to the target area by means of aerodynamic fins.

Upon supersonic re-entry into the water, a "mitigating device" cushions the shock. The depth bomb then sinks and its nuclear warhead explodes, destroying the enemy sub.

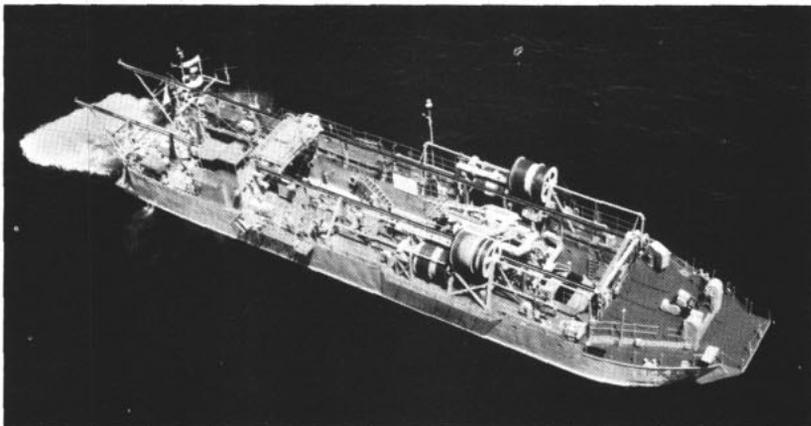


UP AND AWAY—Firing of *Subroc* is shown in photo sequence. (1) *Subroc* travels a safe distance from ship before rocket motor ignites. (2) Rocket leaves water and builds up to supersonic speed. (3) Rocket soars skyward. (4 and 5) Rocket motor separates as guidance system takes over (6) to direct it to target.

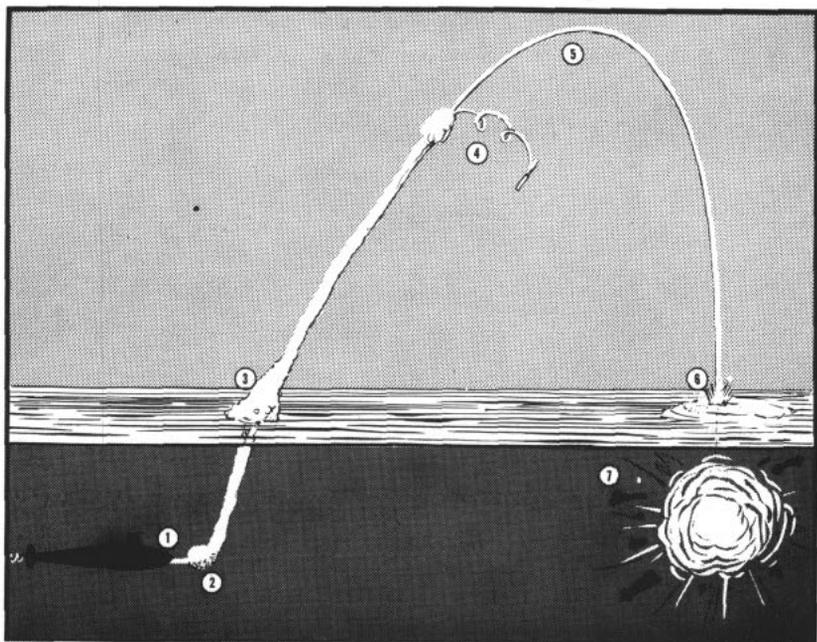




TO FLEET—Subroc motors are completed and packed in shipping containers.



SPECIAL ASSIGNMENT—Modified LCU was used in testing program at San Clemente Island. Below: Diagram shows the stages in Subroc's route to target.



Subroc is unique in several respects.

- It must operate in two environments—water and air.

- It is the first underwater-launched ASW weapon capable of exceeding the speed of sound, . . . it is the first missile to light off a rocket engine underwater.

- It employs new, highly developed techniques in guidance and motor design.

- It employs the first submarine-borne fire control system to include a digital computer for target motion analysis. (This system in its most flexible form can solve many problems simultaneously.)

- It is designed so that once it is on its way, *Subroc's* speed places it on target before the enemy can take significant evasion action. The weapon system uses sonars which are able to detect targets at great distances and it can fire missiles in rapid succession, an important defense against "wolf-pack" tactics.

AS AN ANTISUBMARINE weapon, *Subroc* was an outgrowth of work carried out at the Naval Ordnance Laboratory on the *Astor* and *Asroc* weapon systems.

The need was for a missile system which could employ the full potential of the Navy's new attack class nuclear submarines as launching platforms, and which could kill enemy submarines at far greater distances than any existing submarine-launched weapons. NOL first had to conceive and then prove the feasibility of the *Subroc* system.

During the feasibility program scientists and engineers at NOL made use of the facilities and talents of other activities of the naval establishment, such as the Naval Ordnance Test Station, China Lake, and the Naval Propellant Plant, Indian Head, Md., as well as those at the NOL.

The *Subroc* development which followed has also been a joint effort, using the facilities and talents of the Navy and the nation's industrial team, under the technical direction of the Naval Ordnance Laboratory. The naval activities participated actively in the design and development of the hardware items. By the same token, the civilian industrial team participated in the Navy's test and evaluation of these items.

Navy scientists put to use all of NOL's facilities to solve the wide range of technical problems pre-



TEST TIME—Subroc gets electro-magnetic vibration test and (rt.) is loaded aboard plane for air drop test.

sented by the program. These facilities include ballistic ranges, wind tunnel facilities, water impact ranges, plastics and X-ray laboratories and environmental evaluation facilities.

The *Subroc* system is the NOL's largest single project. It has required the full-time skills of more than 200 scientists, administrators, engineers and technicians.

HERE IS A rundown on the *Subroc* missile system. In a nutshell, it is a "submarine-launched, rocket-propelled, inertially-guided, nuclear depth bomb for long-range destruction of hostile submarines."

From the outset, *Subroc* posed a knotty problem.

First, the size of the missile was limited in length and diameter to the size of a submarine torpedo tube. Second, the rocket motor had to ignite under water and propel the missile out of the water and into the atmosphere.

Because of its water-to-air-to-water operational cycle, *Subroc* designers had to build in the hydrodynamic qualities of a torpedo and the aerodynamic characteristics of a missile. They also had to develop a shock-mitigating device to protect the arming device and warhead when the missile re-enters the water at supersonic speed.

A thrust-vectoring system employing four "jetavator" type nozzles was developed, enabling the missile to change course under water to guide its angle of emergence from the water and to control stability during the rocket burning sequence.

Separation of the rocket motor

from its nuclear depth bomb is accomplished through a combination of thrust reversal system and explosive bolts, which permits the warhead to continue on its trajectory and sends the spent motor tumbling to the sea.

Once separation occurs, fins on the depth bomb control pitch, yaw and roll to steer the missile to the target and control the angle of water re-entry.

Upon water re-entry, a shock-mitigating device cushions the impact

and the depth bomb sinks and explodes.

SUBROC is designed for use on the Navy's attack class, deep-diving nuclear submarines. With a length of 279 feet and displacing 3750 tons, these submarines also carry long-range homing and wire-guided torpedoes.

The *Subroc* fire control system provides accurate and rapid analysis of the raw target detection data fed into it. The system will keep either

SUBROC SHOOTER—Full-scale test firings made from USS *Permit* (SSN 594).





'GROUND' WORK—San Clemente Island Range of NOTS Pasadena was site of first full-scale launching of *Subroc*.

Subroc or conventional torpedoes continuously supplied with firing data.

The fire control system:

- Receives sonar, radar or optical information data in addition to "own ship" information.
- Generates target position and motion and "own ship" position data.
- Solves ballistic problems to provide weapon orders for the *Subroc* missile and solves vector problems to provide initial firing and subsequent control orders for homing and/or wire-guided torpedoes.
- Continuously presents an instantaneous and clear visual display of the tactical situation to the fire

control party, both before and after firing.

AN IMPROVED, high performance sonar system capable of detecting an enemy at long range is the backbone of the detection equipment used with the *Subroc* system.

The first full scale *Subroc* missile tests were carried out at NOTS China Lake. These included land-based flight, and rocket powered runs on the Supersonic Naval Ordnance Research Track (SNORT). These tests provided information on launch characteristics, control system performance, guidance, and flight conditions of the new missile.

The San Clemente Island Range of NOTS Pasadena was the site of the first full scale underwater-launched flights. These were made from an instrumented launcher system which could be lowered from a modified LCU to various ocean depths.

After these flights from the launcher, the developmental test program culminated in the successful firing of missiles from a nuclear attack-type submarine. This marked a major milestone in bringing *Subroc* from concept to operational weapon.

You'll hear more about it in future issues of ALL HANDS.

The *Subroc* Story—Vital Statistics in a Capsule

- *Mission*—Antisubmarine missile, underwater-to-air-to-underwater.
- *Description*—Submarine-launched, rocket-propelled, inertially-guided nuclear depth bomb for destruction of hostile underwater craft.
- *Range*—Greater than any other ASW weapon except aircraft.
- *Propellant*—Solid fuel.
- *Warhead*—Nuclear.
- *Weight*—Approximately 4000 pounds.
- *Launch Technique*—Launched horizontally from standard submarine torpedo tubes, using conventional launch methods. Submarine can be moving, need not be pointed at target.
- *Method of Operation*—Once clear of submarine, rocket motor ignites under water and propels missile up and out of water. Missile

is steered during powered flight by jetavators which deflect the burning gases in accordance with signals from the guidance system. At a predetermined velocity, a thrust reversal technique separates the depth bomb from the rocket motor. The depth bomb continues toward its target, guided by aerodynamic fins controlled by the inertial guidance system. Upon re-entry into the water, the bomb sinks and detonates.

• *Fire Control*—Highly accurate, rapid, digitized system. Designed on the building block principle, making possible modifications of varying complexity to suit needs of specific submarines. System can handle other submarine-launched weapons in addition to *Subroc*. This is a milestone in missile accomplishments.

- *Advantages*—Can be carried

dormant in torpedo tubes for long periods and can be launched with a minimum of make-ready time.

High speed places it on target before enemy can take significant evasive action.

Uses a sonar system which can detect submarines at great distances and can fire missiles in rapid succession. Can attack in areas inaccessible to surface ships and aircraft.

Has maximum safety features, does not require special launching tubes, increases submarine attack capability without sacrificing existing weapons or space on board.

Minimum of special handling equipment required.

• *Management Director*—Bureau of Naval Weapons.

• *System and Technical Director*—Naval Ordnance Laboratory, White Oak, Silver Spring, Md.



NRS VOUNTEER logs in patients at Naval Hospital. Rt: Navymen in financial trouble get prompt assistance at NRS.

Aid for All Hands

WHETHER it's a case of money for travel on an emergency leave, a layette for an expected baby, a college scholarship or an educational loan for one of his children, every man in the Navy and the Marine Corps can turn to the Navy Relief Society.

It has been the constant concern of the Society that many a Marine or Navyman, when faced with a financial crisis, will put himself in hock to a loan shark simply because he didn't know the Society is willing to lend or give him the needed money.

The activities of the Navy Relief Society in the Ninth Naval District (which includes the Great Lakes Naval Station and 13 states besides) is a good example of what the Society does for Navymen and their dependents.

The Great Lakes unit, which is one of the busiest agencies in the world-wide Navy Relief organization, last year gave more than \$14,000 in grants to 208 Navy and Marine Corps men and their dependents.

These were gifts to men who were laboring under such severe hardships that paying back even an interest-free loan would have meant near financial disaster.

In addition to the no-obligation grants, the Society in the Ninth Naval District loaned more than \$41,000 to 615 Navy and Marine Corps men and their families. These loans were to be repaid without interest, at the borrowers' convenience.

Here are a few specifics on how and to whom this money went:

- A petty officer at Great Lakes needed money for a quick humanitarian transfer to enroll his two children in a special school for the deaf. The Society came through with \$345 travel money—at no charge.
- The 13-year-old son of a deceased Navy chief was severely burned in an explosion which resulted in eye surgery and skin grafting for the boy. The Navy Relief paid his \$750 hospital bill and \$25 ambulance fee.
- A Navyman's household goods, including most of his family's furniture and clothing, were damaged in a train wreck. It would take months before he would be reimbursed for his loss. The Society had the furniture

repaired; the clothing cleaned; and picked up the tab.

• A retired Navy veteran living in an isolated area was rushed to a non-government hospital when he became suddenly ill. He died leaving his widow a \$742.00 medical bill. The Great Lakes auxiliary wrote her a check for the full amount.

There are only a few of the things done by one unit of the Navy Relief Society. Similar things happen in all the other society auxiliaries throughout the world.

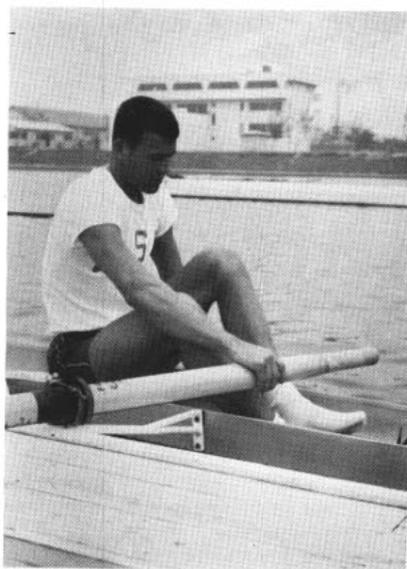
This is not to mention the Thrift Shops where clothing, furniture and household items can be purchased at nominal prices. Or the hundreds of layettes made and given each year. Or the hospital children's waiting rooms. Or the house calls made by Navy Relief nurses.

All this, of course, costs money and Navy and Marine Corps people contribute a large part of it. Civilian friends of the Navy add more. In the case of the Navy Relief Society, Navymen have the satisfying knowledge that everything they contribute to the Society goes back in actual aid. The administrative expenses of the Society are paid from income earned by NRS investments.





OLYMPIC SILVER MEDAL winner LTJG Frank Gorman explains diving to Japanese girls. Rt: Gorman and diving coach.



NAVY oarsmen ENS Edward P. Ferry, III, (above), and ENS William A. Stowe won gold medals. James Rosette, AN, boxed in middleweight class.



Year-End Roundup on

Navy men around the world have been busy in the field of sports. Here is a year-end round-up of how they fared in the 18th Olympic Games, All-Navy Softball tournament, National Rifle Association championships, and All-Navy Golf matches.

Navy in the Olympics

SIX NAVYMEN went to Tokyo as members of U.S. Olympic teams this year in five sports—baseball, boxing, diving, fencing and rowing. Among them were several current All-Navy Champs and Pan-American Games winners.

In addition, five men were picked

for berths as alternates or team members, but did not make the trip to Japan.

• **Baseball**—B. G. Dollar, CS3, was “discovered” in a tournament in Hawaii. A representative of the U. S. Amateur Baseball Team saw Dollar playing for *ComSubPac*, liked him and asked him to play for the American team.

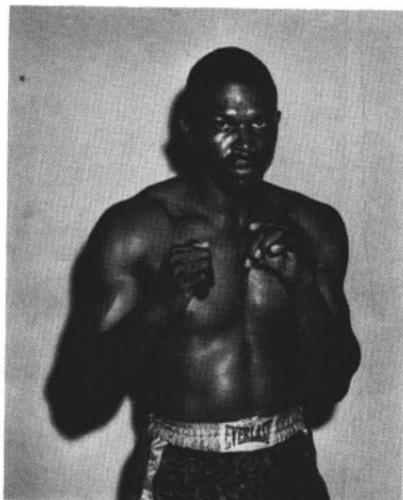
Baseball, which is not a part of the actual games, was to be played as one of the Olympic exhibition sports.

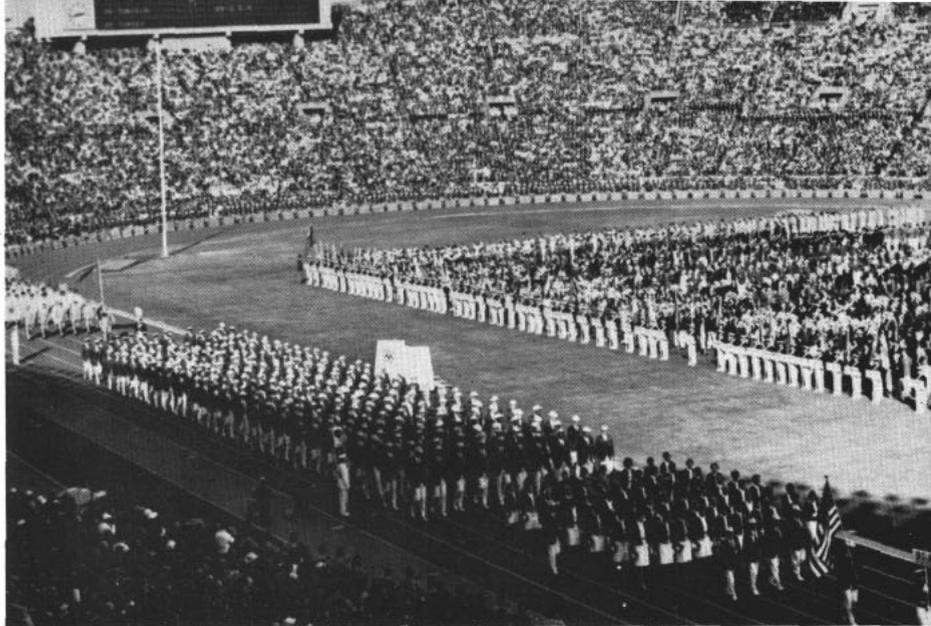
• **Boxing**—James Rosette, AN, was selected as the regular team’s 165½-lb. representative as a result of his win in the trials. Rosette boxed in the 1960 Olympic trials and has been an All-Navy titleholder since 1959.

Another All-Navy champ, Richard Pettigrew, YN2, was an alternate on the squad in the heavyweight division. He has been an All-Navy champ since 1962, the year he also won the Inter-Service crown and was second in CISM boxing.

Bobby Valdez, SN, became an alternate on the boxing team with a second-place finish in the New York trials. He is the current All-Navy 132½-lb champion.

• **Diving**—Navy Lieutenant (JG) Frank Gorman literally gained his Olympic berth head first as he won the three-meter diving championship at the trials. It was the first major win for the former Harvard man, despite his impressive record—he was





SOLE NAVY MAN on U. S. Olympic fencing team was LT Al Morales. Rt: U. S. Olympic team passes in review.

Navy Sports Here and Abroad

named to the NCAA All-American swimming team three times while in college, and has been runner-up in both NCAA and AAU national contests.

• **Fencing**—The Navy's own "three musketeers"—LTJG Al Morales, LTJG Joseph Paletta, Jr., and LT Roland Wommack—gained a regular and two alternate spots, respectively, on the U. S. fencing team.

Morales was the number two man on the team this year. Among his past feats have been the NCAA saber crown in 1959 and membership on the 1959 and 1963 U. S. teams in the Pan-American Games.

An all-around athlete, Morales also performs in the modern pentathlon

event, which includes riding, fencing, pistol shooting, swimming and cross-country running.

Paletta was selected as an alternate in foil competition. He is a former NCAA and NAAU foil champion, and was a member of the 1959 Pan-Am team.

Wommack was given an alternate spot on the epee team. His past record includes the 1958 and 1959 NCAA epee championship and the Pan-American Games' individual epee title in 1959.

All three of the swordsmen had also been members of the 1960 Olympic team.

• **Rowing**—No Olympic team would be complete without Navy men

in the rowing events, and this year was no exception. Two bluejackets were chosen to go west as part of the U. S. rowing squad.

ENS Edward P. Ferry, III, was picked as a regular in the pairs rowing with coxswain, as a result of his win in the event at the trials. Ferry won a gold medal in that event in the 1963 Pan-American Games.

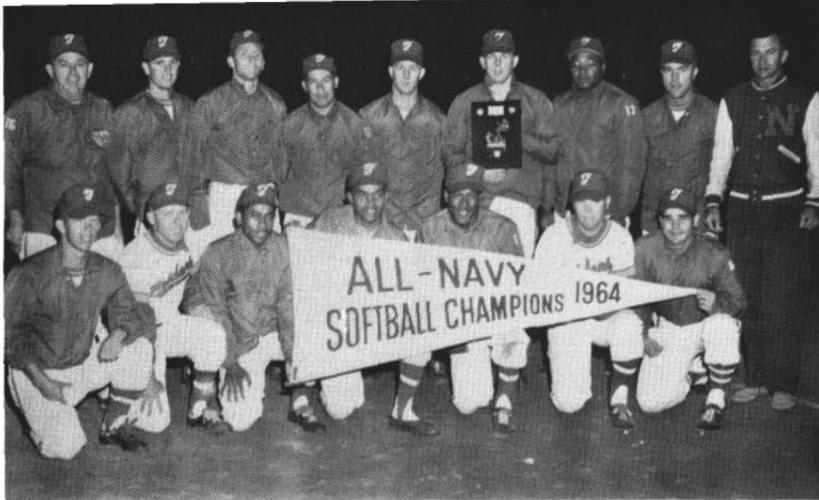
ENS William A. Stowe was a member of the Vesper Boat Club's winning eight-oar shell team.

• **Water polo**—LTJG Charles G. Bittick, who played with the Inland-Nupike team in the trials, was given a berth on the water polo team, but didn't make the trip.

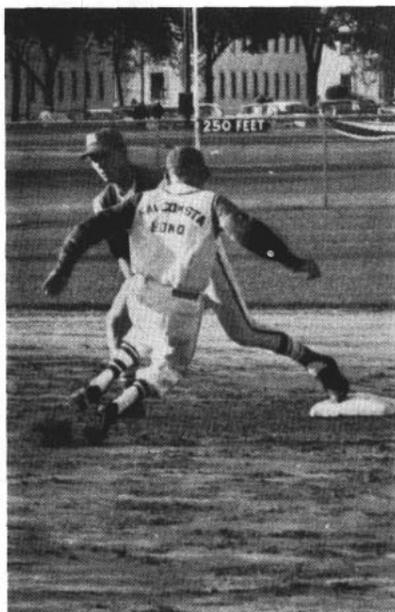
A veteran of the 1960 Olympiad,

VESPER BOAT CLUB'S eight-oar shell team practices in Tokyo. ENS Bill Stowe (second from right) helped in victory.





ALL-NAVY SOFTBALL champions from USS Sperry show off pennant and plaque. Below: Close play at second during tournament.



Bittick has been an All-American water polo player since 1960. He also went to the Pan-American Games with the U. S. team in 1959 and 1963.

In addition to his prowess with the wet brown ball, Bittick excels as a backstroke swimmer. A silver medal winner in the 1963 Pan-Am 200-meter event, he has also held four American backstroke records.

Olympic Medals

Ensigns Edward P. Ferry, III, and William A. Stowe won two gold medals as members of United States Olympic champion teams. A silver medal was also awarded to LTJG Frank Gorman in diving competition.

Ferry and his shell-mates edged out the French team by less than two seconds over the 2000-meter course in pairs with coxswain competition.

MARKSMAN—Senior Chief Morine won National Service Rifle Championship



Stowe won a gold medal for his part in the eight-oar shell event, rowing with the Vesper Boat Club oarsmen. The team was beaten by Germany in the first elimination heat, but qualified for the finals by ousting Japan and Korea in the repechage, or second-chance heat.

The Vesper team won the final by 5.06 seconds, upsetting the favored Germans.

The third Navy Olympic winner, LTJG Gorman, won a silver medal as part of a 1-2-3 American sweep in the men's springboard diving final. Gorman led all competition through seven of the ten dives, then lost to Ken Sitzberger on the final day by little more than two points.

The Marines contributed two medals to the U. S. tally at the Olympiad. First Lieutenant Billy Mills upset the field in the 10,000-meter run to win a gold medal, set an Olympic record, and claim the first victory ever for the U. S. in that event. Sergeant Charlie Brown won a bronze medal for his performance as a featherweight boxer.

All-Navy Softball

A STRONG USS Sperry (AS 12) team walked off with all the honors at the All-Navy Softball Championships at Great Lakes—the title, trophy, most valuable player award and the right to represent the Navy at the All-World tournament.

Other tournament teams included Great Lakes Naval Training Center, Atlantic Submarine Force, NAS Kingsville, Texas, and Honolulu Naval Communications Station.

Paced by the one-hit pitching of Joe Lynch, Sperry beat the defending champions, the Atlantic submariners, 2-0, in the first game of the tournament. The game settled a year-old grudge, as the Sea Raiders defeated Sperry in last year's title game.

The Great Lakes team then stepped in to down Kingsville and Honolulu in order, 2-0 and 3-0. In the fourth game of the double-elimination tourney, Kingsville recuperated from the loss and took the Sea Raiders out of the running with a 1-0 win.

Joe Lynch won a pitchers' duel in the following game as Sperry and Great Lakes came face to face for the first time in the tournament. Lynch pitched the first of his two no-hitters, striking out 19 and allowing only three walks for the 1-0 win. Wayne Danner, the losing pitcher, gave up three hits.

The Hawaiians fell by the wayside



TOP GOLFERS Earl Brown, Betsy Peeney and Jim Kinder won golf titles in their respective divisions in the All-Navy Golf Tournament at NAS Whidbey Island.

in the next game, losing to the Kingsville team in the highest scoring game of the tournament, 11-8.

Great Lakes then defeated Kingsville for the second time, 5-0, to move into the finals against *Sperry*.

In the championship game the *Sperry* Tridents capitalized on four Great Lakes errors and a second no-hitter by Lynch to win the crown, 2-0.

The win signified the second All-Navy championship in three years for the *Sperry* men, who won in 1961-62. They were runners-up in last year's contest.

Lynch was given the most valuable player award after the final game. In his three trips to the mound he struck out 46 men and gave up only one hit.

Final Standings

Sperry	3-0
Great Lakes	3-2
NAS Kingsville	2-2
NavComSta Honolulu	0-2
Sublant	0-2

CRESCENT CUP won by Chief Morine as highest Navyman in President's Cup competition at rifle matches.



All-Navy Golf

AMONG THE 41 contestants in the 1964 All-Navy Golf Championships, two Coast Guardsmen made their presence felt by finishing first and in a tie for third place in Open Division competition.

Earl Brown, ENCM, USCG, took top honors with a 72-hole total of 284 on the par 70 Gallery Golf Course at Whidbey Island, Wash.

At 293, in second place was Commander Bill Whisler, USN.

Ron Hallet, YN3, USCG, lost a stroke to Lieutenant Ben Jennett, USN, in the final round to tie him for third at 294.

In the Men's Senior Division Commander Jim Kinder repeated his performance of last year by again beating Commander Ed Peck for the title, this year in a sudden-death playoff.

Tiny Lieutenant (jg) Betsy Peeney won the Women's Division with a 354 total, 16 strokes ahead of her nearest competitor.

With a three-stroke lead over Whisler going into the final round, Chief Brown picked up five strokes in the first six holes. He finished with a one-over 71, as Whisler skidded to a 77. Brown also was medalist with a 68.

Whidbey "hometown" favorite, Brown plays most of his golf at Gallery. Earlier in the season he won the Gallery club championship, and qualified for the All-Navy by finishing second in the 13th Naval District and Pacific Coast Regional tournaments, both held there.

Joe Aiken, DN, who beat Brown in the PacCost Regional, finished in a tie for sixth place.

Kinder ended the Senior Division race Arnold Palmer style, coming from three strokes back in the final round to tie Peck at 302 at the end



of the regulation 72 holes. After picking up four strokes on Peck on the front nine, Kinder faltered and had to win the last hole to gain a tie. He won the title with a birdie on the first hole of the playoff.

Lieutenant Jim Olson, who started the final round in second place, two strokes back of Peck, shot himself out of contention with an 82. He finished third for the second straight year.

The win gave Kinder his fourth trophy in All-Navy competition. He has won the Senior Division two consecutive years and captured the Open division titles in 1955 and 1957. He was also Inter-Service Senior Champion last year.

Opening with a first-round 86, LTJG Peeney was never less than five strokes in the lead in the Women's Division. Her closing 95 was the only round topped by other golfers.



The Naval Air Station, Los Alamitos, Calif., was a popular place for Olympians to practice before going to Japan. Members of the U. S. Water Polo team, shown above, spent three weeks churning up the water in the station swimming pool before their trek to Tokyo. While they were in the pool, the U. S. Amateur Baseball Team arrived for seven days of practice and two exhibition games before they, too, went west.

Second place in the Women's Division went to Lieutenant Commander Claire Moulden.

ALL-NAVY GOLF SCORES

Open Division

Earl Brown, ENCM	68-70-75-71—284
CDR Bill Whisler	73-71-72-77—293
LT Ben Jennett	70-76-73-75—294
Ron Hallett, YN3	71-73-74-76—294
Louis Hansen, SN	75-68-80-73—296
Joe Aiken, DN	73-77-76-72—298
LT Jon Windness	73-71-76-78—298
LT R. "Skip" Duprey	74-75-73-77—299
Ed Schwarting, YN3	71-71-80-80—302
Mel Starks, SN	74-72-81-93—310
ENS Ron McLeod	79-75-79-77—310
LTJG Bob Wittig	69-75-84-82—310
ENS Gerry Mollencop	82-73-78-79—312
Shelby Smith, YN3	74-77-82-81—314
Andy Mosley, AE1	77-76-82-83—318
Ron Marsch, TD1	82-84-76-80—322
Doyle Dugger, ETC	76-75-86-86—323
LT Denny Stoops	78-85-85-89—337
CWO Ward Frye	80-78-81—Withdrew
Danny Brisbin, SN	78-82—Withdrew

Senior Division

*CDR Jim Kinder	73-75-80-74—302
CDR Ed Peck	76-75-74-77—302
LT Jim Olson	72-76-79-82—309
CDR C. O. Parrish	75-81-75-79—310
Lance Mayfield, AK2	75-78-75-83—311
CAPT James Ireland	76-83-79-79—317
LTCOL Charlie Metzelaars	82-83-84-90—339
CAPT. L. J. Papas	82-86-84-87—339
George Geary, HK2	85-81-90-84—340
CAPT Bill Gregg	84-87-82-90—343

Women's Division

LTJG Betsy Peeny	86-86-87-95—354
LTJG Claire Moulden	91-92-94-93—370
Margaret Cozad, PN1	101-89-93-91—374
CDR Betty Brown	98-93-98-97—386

LTCDR Margaret Donoghue	106-99-90-99—394
LT Geraldine Witt	99-96-101-109—405
LT Lynn Clinton	103-99-92-112—406
LTCDR D. J. Green	106-97-98-105—406
LTCDR Margaret Coates	101-103-104-114—422
G. L. Norris, SK1	104-106-110-109—429
Bonnie Canfield, YN3	120-115-116-122—473

* Won playoff

National Rifle Champ

"Chief Morine, your last shot for record is a V."

Daniel F. Morine, Jr., EOCS, had set a new national record to become the first Navyman ever to win the National Service Rifle Championship. Over 3200 competed in the matches.

Morine's winning aggregate score

of 792-76V out of a possible 800-160V erased the year-old record of 790-69V set by Marine Sergeant David Luke.

Under the scoring system used in the high-power rifle matches, the 800-160V means there are 800 possible points and 160 possible Vs, the "V" being the most centered portion of the bull's eye. The championship is determined by the total, or aggregate, scores fired in the President's Match, Marine Corps Cup, Air Force Cup, Coast Guard Trophy, Army Cup, Navy Cup, and Nevada Trophy competition.

In the first match of the competition, the President's Match, Morine shot a score of 148-3V, two points below the winner. He won the Navy's Crescent Cup, awarded to the highest scoring Navyman in that match.

On the second day of shooting, Morine shot a score of 100-6V in the Marine Corps Cup event. In the Air Force Cup competition he shot 98-11V.

By dropping two points in the Air Force Cup Match, Morine was pressured into a position of having to shoot a near-perfect score in the Coast Guard Trophy Match to continue the pace toward the championship. Not one to slack up, he fired 100-11V.

The next day, in the Army Cup Match, which consists of two sighting shots and 20 rounds for record, Morine shot a near-perfect 99-16V.

With his first 10 shots in the Navy Cup Match, Morine dropped two points, firing 48 of a possible 50. Knowing he could not afford to lose another point, the Navy marksman

Here's Your Schedule—Where Are Your Champs?

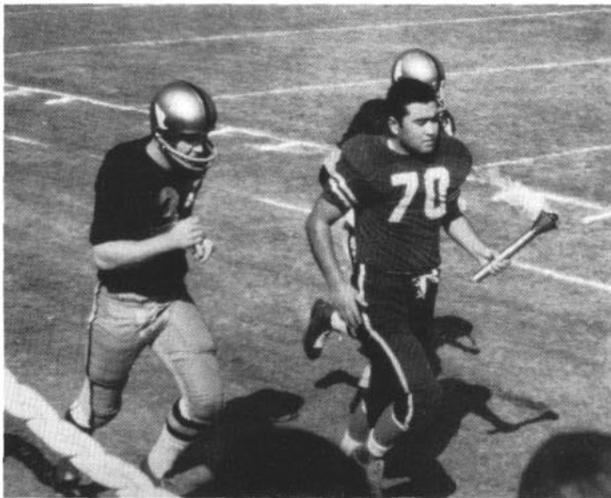
For planning purposes, here's a list of the dates for 1965 All-Navy and Interservice sports championships. Further information, such as the designated regional coordinators, squad sizes, rules and sites will be released at a later date. For the time being, commands anticipating participation in the 1965 All-Navy program should plan on the following:

Basketball, 22-26 February
Volleyball, 14-16 April
Boxing, 26-28 April
Bowling, 10-14 May
Wrestling, 24-28 May
Swimming and diving, 21-23 July
Tennis, 27-30 July
Golf, 30 Aug-2 Sep
Softball, 6-10 September

1965 Interservice championship dates and hosts have been set as:

Basketball, 10-13 March (Army)
Volleyball, 19-23 April (Navy)
Boxing, 5-7 May (Air Force)
Wrestling, 9-11 June (Navy)
Tennis, 4-7 August (Army)
Golf, 6-10 September (Marine Corps)

Provisions regarding eligibility, orders, regional assignments and similar information are contained in the *Special Services Manual* (NavPers 15869A), Sections 2113, 2114 and 2115. Teams and individuals electing to participate in eliminations leading to All-Navy championships should bear in mind that they will be expected to represent the Navy at higher levels of competition if so selected.



TORCH BEARERS signaled start of *Topeka's* own Olympiad. Rt: Waseda University karate team demonstrates skills.

fired 10 straight bull's-eyes, for a 98-3V total.

When the scores went up after the Navy Cup competition, Morine led the field in aggregate competition by just two points.

The following day firing was held in the Nevada Trophy Match, the final match of the competition. Morine dropped a point at 300 yards, and his competition moved up to one point behind him.

Again firing under pressure, Morine fired 10 bull's-eyes from 600 yards. The last shot for a record was a V—for victory.

—Kelly Gilbert, JO2, USN

Home-Made Navy Olympics

When you can't go to the Olympic Games, men from *uss Topeka* (CLG 8) and Destroyer Flotilla Five will tell you what to do as a substitute. Hold your own version of the Olympiad.

That's what these two Navy commands did, and Navymen in Yokosuka, Japan and Honolulu, Hawaii didn't miss the bigtime Olympics a bit. Well, hardly.

Unable to attend the Olympics at Tokyo due to *Topeka's* operational commitments, her crew sponsored a variety of contests between U. S. and Japanese teams. Eleven Navy commands and seven Japanese school and military activities were represented.

The main event was a gridiron clash between the U. S. Navy *Seahawks* and the Keio University and Rikkyo University *Thunders*. Other events of the day included basketball, volleyball, tennis, softball, bowling, table tennis and handball con-

tests with a sprinkling of judo and karate demonstrations.

Guests of *Topeka* were 90 Olympic contestants and other notables, representing 12 countries.

The men of Destroyer Flotilla Five, at Pearl Harbor, gave their Intra-Flotilla Olympics a Navy twist. Their games allowed the destroyer-men to demonstrate their knowledge and ability in various phases of seamanship and military athletic skills.

Events included underwater swim-

ming, a water lifesaving race, dungaree swimming relay, 800-yard running relay, stretcher-carrying race, lifesaving race using the fireman's carry, field-stripping and assembling .45-caliber pistol and M-1 rifle, accuracy and distance tests with a heaving line, accuracy tests with a line-throwing gun, and physical fitness exercises.

uss Lansing (DER 388) won the games with a total of 44 points. *uss Walker* (DD 517) placed second.

TOUGH TANGLE—Boxers from *USS Constellation* (CVA 64) and *USS Bon Homme Richard* (CVA 31) slug it out during one of five matches in smoker.



can be answered, truthfully, this sailor will be most appreciative.

A. Sailor

• *Your letter reflects a common attitude, and we hear it quite frequently. All we can say is that the people involved in PROJECT SCRAP mean business! We intend to find the cause of the problem and get something done about it that will last.*

You might be interested to know that Project SCRAP is truly a Navy-wide program with skilled, professional people, both military and civilian, working on the Project. Every bureau and office of the Navy Department is working to reduce paper-



work in their area. The Naval Inspector General is the over-all manager of the project.

To the Scrap Heap:

I have noticed in command files many instructions that are obsolete. My suggestion is to put a cancellation date on instructions. How about it?

Dennis J. Woods, RD1
USS Muliphen (AKA 61)

• *Radarman Woods has hit a sore spot in the directives system. While the determination of a cancellation date on instructions would be very difficult—and the purpose of an instruction is to issue material of longer duration—the problem here is to have commands get back to the book—SecNavInst. 5215.1A—which says review instructions annually for updating and get rid of obsolete instructions. Do this and a very real problem in the directives system will be eliminated.*

Meanwhile, back at the Department, action is underway to get official sanction of TyCom lists of directives that must be held by their ships. You probably will be hearing more of this idea in the near future.

To the Scrap Heap:

Here's my suggestion to speed up administrative traffic and reduce paperwork. Units endorsing correspondence submitted by subordinate commands and "Forwarding, recom-

mending approval," should merely stamp or initial the correspondence. After all, what else is needed?

A simple stamp which registers time, date and organization on correspondence would speed it on its way in the same day it was received. An officer's code or billet designator could also be included in the stamp in the event re-referral should be necessary. The only time a piece of paper need be appended would be when the forwarding command has a definite contribution to make to the correspondence.

An alternative would be to send the letter directly to the final addressee with copies to all in the chain of command. If those units receiving copies have any valid comments, they should send them on to the final addressee within a stipulated time, perhaps one week; in other words, speak out within seven days or forever "hold their peace."

Thank you for my opportunity to express my ideas. I hope that Project SCRAP is a success.

M. F. Kenny
LTJG, Staff, ComPhibLant

• *We'll look into this. Any comments from the chain of command?*

• *Several Scrap Heap suggestions have touched on the question of indefinite enlistments instead of the*

present system of definite term enlistments. We referred these to the Bureau of Naval Personnel for evaluation, and here is the reply:

"The use of indefinite enlistments has been previously proposed and was the subject of considerable study. It was concluded that the use of indefinite extensions would not be in the best interests of the individual or the Navy.

"Pertinent to this decision was that this procedure would endanger existing reenlistment benefits, since it would tend to place career enlisted men in the same position as career officers, with no periodic entitlements to accrued leave settlement or mileage pay. Such an enlist-



ment contract would also deprive individuals of constructive service for transfer to the Fleet Reserve.

"In addition, it would probably concentrate discharge requests into periods immediately prior to deployments and transfers to unaccompanied tours."

Now send your suggestions in. Let's make this a big Scrap pile.

Fitness Report Paper Work Reduced Via Project Scrap

Officer fitness reports have run the Project Scrap gamut and emerged with two changes. Basically, however, they remain the same—they're still the most important part of the officer's record.

The first change, in essence, allows space for you to be graded in connection with Project Scrap—your efforts to reduce the amount of burdensome and unnecessary paperwork. This directly contributes to the Secretary of the Navy's program to become more economical and efficient, and maintain combat readiness.

Second, the additional periodic reports on commanding officers, executive officers and operation officers of ships and Fleet aviation squadrons are no longer required. Now only the once-a-year fitness reports need be made.

Another item, though not a change, was clarified in order to cut down on a considerable amount of paperwork. This is the special fit-

ness report. Apparently this was misunderstood, since many reports, obviously intended as supplements to previous routine periodic reports, were submitted to the Bureau of Naval Personnel for file.

The special fitness report is to be made only when an officer distinguishes himself in battle, performs an outstanding act of valor or devotion to duty, displays extraordinary courage or, on the opposite end, is guilty of serious misconduct or marked inefficiency. Also, there may be cases where the Bureau asks for a special fitness report.

On the other hand, if reporting seniors wish to supplement a routine report, they may write a letter which will be added to the officer's earlier report.

If you'd like to read more on Project Scrap, check the September issue of ALL HANDS (p. 32, 33). And if you want more information on officer fitness reports, BuPers Inst. 1611.12 has all the facts.

LETTERS TO THE EDITOR

Strange Flags on Merchant Ships

SIR: I've been trying to figure out the system followed by various merchant vessels for flying flags. I have noticed some ships coming into port with the American flag flying from the foremast, but with another national flag flying from the aftermast.

Does this mean that such a vessel is registered in a foreign country and is employed by an American firm, or what does it mean?—T. S., SN, USN.

• *It means that the ship is owned or operated by a foreign firm, but not necessarily that it is under American employ. The flag protocol followed by merchant ships requires that the owner or operator of a vessel fly his own flag from the aftermast (usually the mainmast) and when in a foreign port, fly the flag of the host country from the foremast.*

The publication "Flag Protocol" (Hydrographic Office Chart 1401), available from the Naval Oceanographic Office, Washington, D. C., for 30 cents, may be of interest for any additional questions you may have concerning flags—Ed.

Lineal Numbers at Pensacola

SIR: About a year ago I was commissioned as an LDO(T) and sent through the Pensacola pre-flight school.

Before my commissioning I had been an E-9. Another man in my class was an E-8, and still another had been an E-7 (who had been an officer during World War II).

I graduated from pre-flight as an honor man, and the E-8 was in second place. The E-7 ended up in the lower third of the class.

Yet when the lineal list came out I had the highest number of the three and, consequently, was the junior officer. The E-7, who had been near the bottom of the class, had the lowest number of the three, and the E-8 ranked between the higher and the lower.

This seems like a strange way of doing things, but maybe there's an angle I don't see. Can you enlighten me?—W. A. L., LTJG, USN.

• *We also thought your story was a bit unusual, so we sent your letter up to the active officers promotions branch here in the Bureau. We figured they would know, if anyone would. Seems there is an angle, but it all sounds logical once the facts are in.*

In the first place, your lineal number has nothing to do with your class standing. It was assigned in accordance with your performance before your commissioning—you and your two colleagues

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, D. C. 20370.

were commissioned before you reported to Pensacola. Consequently, your performance at school could not affect your lineal number.

We don't know why the E-7 received seniority over the E-8 and yourself. Only the selection board can say for sure, and it isn't talking. However, it's reasonably sure that your relative positions were assigned on the basis of your officer battery test score, service record, and your application for the LDO program. (Sorry to bring this up, but you asked).

You probably received the impression that class standings did have something to do with your lineal numbers because the cadets, who were your classmates, did receive their lineal numbers because of their class standings.

However, this is different. Bear in mind that they entered school while uncommissioned and had yet to prove they were worthy of becoming officers. So they went through school, and then were commissioned. Since their lineal numbers were dependent upon their past military performance—which in most cases existed only in their brief career at Pensacola—their lineal numbers were assigned in accordance with their class standings.

As we've already mentioned, this would not apply to you, as you and your two commissioned classmates had been assigned lineal positions by the

Ever Hear of Manley?

The Naval History Division is constantly in need of detailed information to write, refine, and update ships' histories. An extensive search is now underway for information on Manley (Torpedo Boat 23) and Manley (DD 74/APD 1).

Your recollections, anecdotes, pictures and, specifically, information on locating the Navy Unit Commendation Plaque awarded Manley (DD 74) may be forwarded to the Director of Naval History, Navy Department, Washington, D. C.

selection board before you reported to school. All clear, now?

One further thought. All this isn't to say that your school work was for naught. Although your status as honor man did not affect your seniority, it did become a part of your record and, consequently, a part of your performance grade for that period. As you well know, demonstrated superior performance is the best assurance of selection for promotion a naval officer can have. This includes, of course, performance under instruction.

Frankly, congratulations.—Ed.

Mess Bills Afloat

SIRS: It has irked me somewhat in the past that an officer's mess bill is a deductible item on his income tax return under certain conditions, such as when his ship is at sea.

As you undoubtedly know, all officers receive a monthly subsistence allowance of \$47.88 which is non-taxable. This allowance is for the express purpose of paying their mess bill which, I might add, rarely (if ever) exceeds their subsistence allowance.

This deduction seems inequitable to me and, as a taxpayer, I question it.—W. B., YNC, USN.

• *A taxpayer who isn't disgruntled about something is indeed a rare bird, perhaps even extinct. Indeed, he may never have existed in the first place.*

The case you cite is the result of a revenue ruling (55-572, C. B. 1955-2, 45) which holds that subsistence allowances are paid independently of whether a member is required to travel and, therefore, the subsistence allowance need not be offset against the travel expense deduction of mess bills afloat.

If this answer doesn't provide balm for your injured sensibilities, reflect that enlisted men receive sea and foreign shore duty pay and tax-free clothing allowances. Officers do not.

Enlisted men serving in the Korean combat zone from 24 Jun 1950 through 31 Jan 1955 could exclude all their pay including shipping over money. Commissioned officers could exclude only \$200 per month for federal income tax purposes.

There are also other instances in which enlisted men have the advantage over officers in tax and other fiscal matters.

Don't get us wrong. These examples aren't an attempt to make it seem that tax benefits for all categories are equal. Federal law doesn't attempt to equate them. However, all military personnel do receive consideration in the field of

income taxes; for a rundown on the rules applying to service personnel, see the December 1963 issue (page 71).—Ed.

Release with Physical Disability

SIR: While conducting the standard physical examinations on men being discharged upon expiration of enlistment, we have processed some who have physical defects such as lacerations involving tendons and fractured hands and legs. We must send these men to the local hospital for evaluation to determine the degree of their disability and whether the disability is of a temporary or permanent nature.

Some of these men have returned from the hospital with a chit saying they can be released if they wish to "sign themselves out."

BuPers Manual states that a man can be held over his expiration date with his consent to receive medical treatment. I would like the following clarified, since I am not able to obtain further concrete judgment on the subject:

1. Can a man with a physical defect be held over his EAOS against his will?

2. If a man can elect to accept a discharge regardless of his physical condition, and he does so, how does a medical officer rate the man—fit or unfit for discharge?

3. What effect does it have on future claims against the government if a man signs a statement that he wishes to be discharged in spite of a disability?

It seems to me that it would not be in the best interests of either the individual or the government to award a discharge when a disability exists.—J. S., HMCA, USN.

• We are in accord with your last statement, especially as it pertains to the individual. It would not be in his best interest to accept a discharge under the circumstances you describe.

But he can get out if he so wishes. A man having a physical defect at time of separation from active duty—even though further treatment is required—cannot be retained beyond his EAOS against his will.

"*BuPers Manual*," Art. C-10304(5)(e) (CH-10) provides that a member may be retained beyond his EAOS for necessary treatment of a defect. If he does not wish to accept it, he will be advised by the examining officer that he is unfit for separation. Then he must sign the statement on the reverse of SF 88 and another on page 13 of his service record stating that he desires separation on his normal expiration of active obligated service; that he understands he will not be eligible for further follow-up studies or treatment at a U. S. armed forces medical facility; that he will be ineligible for disability benefits under laws administered by the Navy and that any further treatment and/or benefits would be under the jurisdiction of the Veterans Administration.

But under normal circumstances, per-



ARRESTING CABLES, steam catapults and other flight deck gear make safety consciousness a must aboard aircraft carriers such as *USS Hancock (CVA 19)*.

sonnel being processed before a physical evaluation board will not be released from active duty or discharged until final action on their case has been completed by the Secretary of the Navy and instructions are received from the Chief of Naval Personnel.

Change 10 to "*BuPers Manual*" contains the procedures to be followed in cases where a Navyman requests discharge, notwithstanding the fact that such separation may prejudice any rights or benefits to which he may be entitled as a result of physical evaluation board hearings.—Ed.

Yes Sir, Quite A Cruise

SIR: On page 25 of your July issue was an article on *uss Ormsby* (APA 49). For me it made for interesting reading, since I was her first commanding officer.

FISHERMAN Frank Bocchiaro, ADJ1, USN, holds largest (10-pounder) of 15 'Stripers' he has caught this year pier-fishing at NAS New York.



Ormsby, like all others of her type, was placed in commission with about 64 officers and something like 460 enlisted men. Trouble was, only six of the officers and 70 men had ever been aboard a ship before. We were commissioned and immediately ordered into the Tarawa operation; as you can see, it promised to be a lively cruise from the very beginning.

I well remember when, at Wellington New Zealand, Colonels Merit A. (Red Mike) Edson and David M. Shoup came aboard and told me they'd like us to take a group of Marines on board and train them for their next operation, which turned out to be Tarawa. I told COL Edson that it was *our* crew which needed the training, not the Marines. Nevertheless, we took their men on board and made a fine showing at Tarawa, despite our lack of experience. As a matter of fact, our ship received a well done from our superiors every time we participated in an operation.

Ormsby returned to the U. S. in December 1944, and I was relieved. About that time she was transferred to the War Shipping Administration along with her two sister ships. All three were sold and renamed *American Producer* (*Ormsby*), *American Planter* formerly *USS Pierce* (APA 50), and *American Scientist* formerly *USS Sheridan* (APA 51).

Later, when I was attached to the Third Naval District, I had the pleasure of enrolling all three ships in the Naval Reserve.

Incidentally, you said you didn't know how many miles *Ormsby* steamed between her departure from the States and her return to San Pedro. I do. 79,964.—Rear Admiral Leonard Frisco, USN (Ret.)

• Thanks, Admiral, for the added information. The details which make a story come to life can only come from someone who was on the spot.—Ed.



AMMUNITION SHIP USS Mauna Kea (AE22) is Suribachi class built from keel up to meet strenuous requirements of fast underway ammunition transfer.

Extraordinary Heroism

SIR: Reading your July issue, I came across a paragraph in which you stated: Any enlisted person who has been credited by the Secretary of the Navy with extraordinary heroism in line of duty is entitled to an increase of 10 per cent in his retainer pay when he is transferred to the Fleet Reserve.

Would you tell me what reference you used?—R. M. M., FTGI, USN.

• *Happy to oblige. You'll find it in SecNav Instruction P-1650.1C (Navy and Marine Corps Awards Manual), Article 114.4, and Article C-13405(3), "BuPers Manual."*—ED.

Differential for Heroism

SIR: A retired shipmate of mine tells me he receives a 10 per cent differential in his normal retainer pay because he was awarded a commendation with a combat "V" during the Korean conflict.

He also tells me that I will receive a 20 per cent addition to my retainer pay when I join the Fleet Reserve because I earned two such decorations.

Is this true or is my friend talking through his hat?—J. W. Y., BMC, USN.

• *Your friend knows not whereof he speaks. At best, you would be entitled only to a 10 per cent increase in your retainer pay.*

Here's how it works:

Section 6330 of the U. S. Code's Title 10 provides that a Fleet Reservist is entitled to a 10 per cent increase in his retainer pay if the Secretary of the Navy credits him with extraordinary heroism in the line of duty.

When you join the Fleet Reserve, the Secretary's board of review studies your record. If the members of the board credit you with extraordinary heroism, the 10 per cent differential in retainer pay is yours. However, nobody is award-

ed a differential greater than 10 per cent regardless of the number of times extraordinary heroism was exhibited.—ED.

You CAN Take It With You

SIR: What's the deal on "selling leave" when an enlisted man is going to be discharged and commissioned an officer (LDO-type)? In other words, can a person, if he desires, be paid a lump sum for his accumulated leave rather than carry it over to his LDO record?

Another thing: Is it true that if an enlisted man owes leave at the time of such a discharge, he must pay the government?—J. B. R., MMC, USN.

• *An enlisted member who accepts*

an officer appointment in the Navy is not entitled to sell his leave. He is not considered to be discharged for the purpose of lump-sum leave entitlement.

Likewise, an enlisted man with a minus leave balance doesn't have to worry about paying the government at the time of his change. Any balance (plus or minus) that is present when the man's status is changed is carried over to his new officer leave record.

This is spelled out in NavCompt Manual, paragraphs 044170 and 044241-3b, and BuPers Manual, articles C-6501(2) (a) and C-6402(3).—ED.

Automatic Advancement? Almost

SIR: I'm presently attending Class A Stewardsman School and should graduate soon. The other day I heard a rumor that the top men in our class will, upon graduation, be automatically advanced to SD3.

According to the story these top men will be given the third class exams and those passing will be advanced immediately. Is there any basis for the rumor?—B. A., SN, USN.

• *Yes, the rumor is basically correct. But (as usual) the scuttlebutt has the details all wrong.*

Since late 1963, top grads in most Navy A schools have been automatically advanced if they met the qualifications for total obligated service. The percentage considered for automatic advancement depends on the type of school in question: The top 10 percent of all SD Class A school classes may qualify, while in some of the more critical skills this percentage may go as high as 50 percent.

If you graduate in the designated top percentage of your class here's what you must do to be advanced: Be on your first enlistment with a total of six years' obligated service (if you signed

NEW HOME PORT—USS Charles Berry (DE 1035) shifts to Pearl Harbor as part of a long-range program to move newer ships into the Hawaiian area.



up for four, you may extend). Complete six months in pay grade E-3 (if you don't have six months in grade upon graduation, your advancement will become effective when you do). Complete all training courses for third class. Be recommended by your commanding officer.

If you qualify, you are not required to take the examination for advancement in rating. For more details on automatic advancement for top A school grads, see BuPers Inst. 1430.14. Good luck.—Ed.

Few Calls for Skydivers in Subs

SIR: I jump with a local parachute club here in Scotland and was quite interested in your articles back in your May issue about skydiving.

I noted the new Navy and Marine Corps basic parachute insignia. What are the requirements to wear this? (I'm in the support end of the sub force and have little, if any, connection with naval aviation.)

Is it possible for me to wear these wings without going to jump school? What is the required number of jumps? Are there any schools in the United Kingdom—T. L., FTM2, USN.

• *Sorry, but you can't wear the Navy and Marine Corps basic parachute insignia unless you have completed jump school. As for schools in the United Kingdom, we don't know of any.*

Briefly, the qualifications for parachute duty require that you be physically and psychologically qualified. You must complete formal parachute training including at least five jumps at a military installation.

Before you can wear the new parachute insignia, you must make an additional five jumps (under orders). These must be performed at a naval activity whose mission includes jumping.—Ed.

OLD & NEW—Old F3B Demon (top) shows new F8E Crusader the airways over NAS Cecil Field, Fla. as VF-13 retired last of NavAirLant's F3Bs in July.



ALFA TOO—USS O'Hare (DD 889) has been working with Navy's Task Group Alfa for more than eight months keeping her sub hunting skills in top condition.

How About O'Hare?

SIR: We who are serving aboard USS O'Hare (DD 889) read with interest the article on Task Group Alfa in the September issue of ALL HANDS. It was a fine story and a tribute to the Navy's top ASW unit, but may we correct you on some vital points . . .

First, we of O'Hare are puzzled and upset over your failure to mention this destroyer, a member of Alfa for the past eight months. We are a member of this group and like to be mentioned as such.

Second, you will find that Alfa now contains the following destroyers from Destroyer Squadron 32: USS Mullinnix (DD 944), Vogelgesang (DD 862), Stormes (DD 780), Holder (DD 819), Ellison (DD 864), E. A. Greene (DD 711), Putnam (DD 757), Conway (DD 507), and of course O'Hare.

USS Laffey (DD 724), D. H. Fox (DD 779) and Lowry (DD 770) are

no longer with us in the task group.

Finally, in the hope that O'Hare might get additional publicity, I have enclosed a photograph of the ship for your use.—Floyd D. Bowdey, CDR, USN, CO USS O'Hare.

• *These things do happen, and when they do we appreciate the effort taken to call them to our attention. Now you have set the record straight. Thanks.—Ed.*

Service Stripes Versus Ribbons

SIR: I have often wondered why the Navy doesn't do away with service stripes and substitute a service ribbon.

The ribbon itself could represent four years of service with a bronze star added for each additional four-year period. After 20 years, a silver star could be worn instead of four bronze stars.

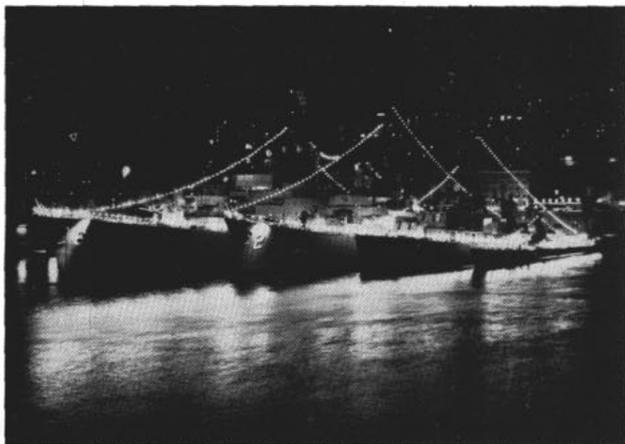
It seems to me that hashmarks do nothing at all for the uniform's appearance and, in addition, are hard on the pocketbook. Each time a man serves four years, all his hashmarks have to be changed so the colors will match the new addition and give the uniform a neat appearance.

When a man has sufficient service to rate gold hashmarks, the pocketbook really takes a beating. All in all, it doesn't seem to be a particularly fitting reward for 12 years of good service and I would be interested to know if other Navymen agree with me.—L. S., YNCA, USN.

• *To forestall the possibility of receiving several extra mailbags on the subject, we'll begin by saying that you're far from the first to make this suggestion.*

The possibility of using a ribbon or similar device to represent length of service has been considered many, many times by the Permanent Naval Uniform Board as well as the Secretary of the Navy's Board of Decorations and Medals.

The board's feeling on the subject has always been substantially the same



THESE PICTURES were taken of USS Farragut (DLG 6), USS Charles F. Adams (DDG 2), USS Newman K. Perry (DD 883) and USS Corsair (SS 435) at Genoa, Italy. The difference between them is the difference between night and day.

—namely, that a ribbon or ribbon bar represents an act of heroism or meritorious service performed by an individual or unit or is for participation in a campaign during wartime or national emergency or for a non-military act of particular benefit to the United States.

The board feels that ribbons and medals should continue to be used exclusively for these purposes.

One Nacyman whose gold hashmarks and rating badge were corroded by extensive exposure to salt air suggested that everyone wear gold hashmarks until they serve 12 years with good conduct, then be rewarded with permission to wear red.—Ed.

A Long and Happy Navy Life

SIR: For some time now I've wanted to write ALL HANDS to express how I feel about the Navy, and what it has done for me.

I was 15 years old when I joined as an apprentice third class in 1903. My first cruise was on the square rigger *uss Alliance*, an apprentice training ship. Then I went to the "white ship Navy" where I served on battleships, cruisers, torpedo destroyers and a submarine. I also made a cruise around the world with what now is called the Great White Fleet.

As an apprentice I learned to take orders and to obey. Then, as the years went by and I advanced in grade, I learned to give orders and assume responsibility. I also learned other valuable lessons, such as what our Navy was doing and what our country, the United States, meant.

Later I married and raised two daughters. Each received a good education from school and travel. Navy pay was small at first; nevertheless we managed to live comfortably. We always knew that during trouble or sickness we would be well protected by the Navy.

There were times when I was separated from my family, sometimes for

a couple of years. Upon my return, though, I felt compensated. And I was given a good share of shore duty where my family and I could be together.

We all felt we were a part of the defense of the U. S., and that meant a great deal to us.

When I left active duty on 31 Jan 1958, I knew I would never want financially. Those 55 years of continuous active service produced a good life for me.

I still hold dear to this day the officers and shipmates I met through the years. Even now I'm in contact with many. I've also served with many of the admirals who have made our Navy what it is today.

I want this letter to show my appreciation of what the Navy has done for me. If I had it to do over again, I'd do everything the same.

This, then, is my answer to those who ask, "What's the use? What can

CARD PLAYING—Crewmen of USS Jack (SSN 605) must be top hands if their insignia is an indication.



the Navy do for me?"—H. S. Morris, TMC, USN (Ret.)

• Thanks for your comments concerning your days in the Navy—all 20,017 of them.

You mentioned the phrase "white ship Navy." This puzzled us a little so we did some checking and learned that ships of those days, well before the Great White Fleet, were painted white or yellow, with white as the predominant color. This was the case except when at war when ships were painted gray.

The fleet of ships which sailed around the world in 1907 and '08 were, of course, painted white, hence the "Great White Fleet."

We were also curious about your first ship, *uss Alliance*. We found that she was originally built as *uss Huron*, but her name was changed to *Alliance* after she was launched in 1875. Commissioned in 1877, she was a screw steamer and later made into a wooden-hulled bark at the Norfolk Navy Yard. After this change, she was used as an apprentice training ship. In 1905 she was sent to Puerto Rico and used as station and shore ship until she was sold in 1911.

It might also be of interest to present-day Navymen that you served in 41 different ships, retired at 70 years of age, and up until that time were still entitled to wear the figure-of-eight knot insignia that identifies a former apprentice boy. Not too many of these around any more, are there?—Ed.

Here's Another Most for the Record

SIR: While I was teaching a class in the history of the submarine to our Sea Cadet division, someone asked what was the largest non-nuclear submarine ever built.

Sources available to me are conflicting. Three mentioned as largest are the French *Surcouf*, the American V class and Japanese I class. One source says the American V class was the long-

est but the Japanese aircraft-carrying I class had the greatest displacement.

Any clarification of this issue would be greatly appreciated.—H. R. P.

• *We'll do the best we can. Our experts believe the following were the largest diesel-electric subs built:*

In 1929 the U. S. V-5 had an over-all length of 371 feet, a 34-foot beam, displaced 2730 tons surfaced and 3960 tons submerged.

In 1940 the French Surcouf was 361 feet long with a 29 and one-half foot beam, and displaced 2880 tons surfaced and 4804 tons submerged.

One Japanese I class surpassed both the French and American subs in length, and another, probably the largest diesel-electric sub ever built, surpassed them in length and displacement. Both are 1945 vintage.

The I-14 was 373 feet long with a 38-foot beam, displacing 3830 tons surfaced and an estimated 4600 tons submerged.

The I-400 was 400 feet long with a 40-foot beam, and displaced 5700 tons surfaced and an estimated 7000 tons submerged—truly the monster of its day.

In contrast, our Lafayette class nuclear-powered FBM subs today are 425 feet long with a 33-foot beam and displace 7250 tons standard and over 8200 tons submerged.—ED.

Disposable Midsection

SIR: We in USS *Navasota* (AO 106) enjoyed seeing the now famous picture of our ship in the August issue. My purpose in writing is to correct a somewhat misleading statement in the article which accompanied the picture.

Rather than being cut in halves and having an extra midsection added as you stated, the bow, stern and bridge structure of the original *Navasota* were

Ship Reunions

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

- *USS Bunker Hill* (CV 17)—A reunion is being planned for all who served on board during World War II, with time and place to be decided by mutual consent. Write to Edward O. Bedsole, P.O. Box 1323, Mobile, Ala.
- *Pre-flight Class 30-55*—A reunion for all class members is being planned for the near future. For details, write to Robert W. Driscoll, 2913 Stanton Avenue, Des Moines, Iowa 50321.
- *American Battleship Association*—The second annual reunion will be held at the Edgewater Marina Inn, Long Beach, Calif., 5-8 August. For information, write to American Battleship Association, P. O. Box 11199, San Diego, Calif. 92111.
- *USS Philadelphia* (CL 41)—The second reunion is scheduled for 12-14 August, in Philadelphia. Write to Frank J. Amoroso, 93 Dunbar St., Somerset, N. J. 08873.
- *15th Seabees*—A reunion will be held 30 July - 1 August at the Battery Park Hotel, Asheville, N. C. For details, write to Larry H. Cagle, P. O. Box 216, Clyde, N. C. 28721.
- *VP-54*—A reunion of all World War II members of VP-54 is planned for early next summer. For information, write to William J. Gladwin, 225 California St., San Francisco, Calif.

added to a completely new midbody with an O1 deck over all. The old midbody was discarded.

Not only was cargo capacity increased but many other important changes were made. Among these are:

- The latest design in replenishment and fueling at sea rigs with ram tensioners and electric-hydraulic winches;
- Increased pumping capacity with new larger electric driven cargo pumps;
- Three 1500 KW auxiliary diesel generators to supply power for the deck machinery and cargo pumps;
- Improved habitability with air-conditioned office and living spaces, new ship's store, barber shop, library and additional laundry equipment.

—C. E. Smith CAPT, USN.

• *Thank you, sir for the added information on Navasota and how she*

grew. Also thanks for setting us straight on Navasota getting a completely new midbody.

And what happened to the old midsection? Working for Uncle Sam to the very end, it was sold for scrap.—ED.

When Does School Stop?

SIR: Pertaining to the eligibility of certain personnel to attend class "B" schools: Is a CPO with 18 years' continuous active duty eligible to attend? I haven't been able to come across any official Bureau policy on this. I am aware that it would be necessary to extend my obligated service—R. W.

• *As a general rule "B" School is limited to E-7 with less than 14 years and lower petty officer pay grades. It is contemplated that this point will be made more specific in Change Nine of the "Transfer Manual."—ED.*



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★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



FRIGATE USS *Richmond K. Turner* (DLG 20) is fifth ship in the "double-ender" USS *Leahy* class. The 533-ft. vessel carries *Terrier* missiles fore and aft.

Home Bases to Shift

Several Atlantic Fleet attack carrier squadrons will change their home bases during the next two years in a move to economize on support facilities. The plan: To concentrate aircraft of the same model at one location.

As aircraft weapons systems become more complex their maintenance costs rise. With a single type of aircraft at one location, the number of support facilities at that station can be reduced.

F4 *Phantoms* and A6 *Intruders* will be based at NAS Oceana, Va., while F8 *Crusaders* and A4 *Skyhawks* will have their station at NAS Cecil Field, Fla. Since entire squadrons will be exchanging duty stations, the total number of personnel at each station will remain relatively unchanged.

The movement and separation of

squadron personnel and their families will be minimized by announcing changes far enough in advance to allow for planning the move and by permitting some exchanges of personnel between the squadrons.

Foxy Rigging Time Record

Rigging-wise, is tops in the Sixth Fleet also tops in the rest of the Fleet? *uss Douglas H. Fox* (DD 779) wants to know.

This ship claims the Sixth Fleet record for underway refueling rigging: forward station time, one minute three seconds. This was accomplished while alongside *uss Chukawan* (A0 100) in the Med.

Also, stand by for better things to come. Reliable sources on *Fox* were quoted as saying she will rig in 45 seconds before she heads home. Does this mean an extended deployment, Bos'n, or are you with it?

New Construction

A total of three ships have joined the Fleet from both sides of the country. Two guided missile destroyers were commissioned at Seattle—*uss Waddell* (DDG 24) and *Benjamin Stoddert* (DDG 22). Built as *Charles F. Adams* class DDGs, they are 437 feet long and have a full-load displacement of 4500 tons. They'll be armed with *Tartar* surface-to-air missiles, *Asroc* antisubmarine rockets, two 5-inch/54 caliber guns and antisubmarine torpedoes.

Construction on *Waddell* began in February 1961. The following February, her keel was laid; one year later she was launched.

Stoddert's keel was laid in June 1962; she was launched in January 1963.

Meanwhile on the east coast, the 26th nuclear powered Fleet ballistic missile submarine, *uss John C. Calhoun* (SSBN 630), was commissioned at Newport News, Va.

The submarine's keel was laid in June 1962; she was launched one year later. *Calhoun* is capable of firing the *Polaris A-3* missile.

As with other Fleet ballistic missile submarines, two complete crews, Blue and Gold, will man her.

In addition to the three ships, two non-seagoing type units are now part of the Navy. At Charleston, S. C., a drydock (the second built since World War II) was dedicated; it is the first one specifically designed to service nuclear submarines.

With a 140-foot width, 750-foot length and 43-foot depth, the new dock features a depressed section in the floor just inside the entrance; this permits a sub with a large bow-mounted sonar dome to dock stern first.

Two *Polaris* submarines can dock at the same time. Other combinations, such as two guided missile destroyers, three smaller destroyers or one guided missile cruiser are possible.

While it takes only 90 minutes to fill the dock with 33,000 gallons of water, the time required to empty it is three hours.

The second non-seagoing unit was built at Bangor, Wash. It is a *Polaris* missile assembly facility—the second

BUILDERS OF THE NAVY

Captain Isaac Hull was in command of *USF Constitution* during her memorable encounter with *Guerriere*. The United States was a newcomer to the community of nations and a defeat at sea by a strong European power would have dealt a stinging blow to the pride and confidence of the young nation. However, when *Constitution* met *Guerriere* in battle, Hull moved among his men with words of assurance and confidence which inspired his crew to stand firm. The battle ended within 20 minutes with *Guerriere* reduced to a wreck and earning for *Constitution* her well known sobriquet, "Old Ironsides."



such installation (the first, at Charleston, S. C., has been in operation since April 1960). Known as the Polaris Missile Facility, Pacific, the 430-acre installation will be the link between the producers of the missile and the Fleet.

About 300 military, civilian and contractor personnel will man the facility. Scheduled to begin its operation by the end of the year, the installation will assemble the missiles, give them a final check and load them into submarines and support ships.

Big Day for Chief Gonzales

While Chief Machinist's Mate R. A. Gonzales was sweating out his application for LDO aboard *uss Constellation* (CVA 64), his shipmates conspired to keep him on pins and needles longer than really necessary in order to give him a good sendoff to officer country.

The officers and chiefs of Squadron 143 maneuvered the first news of Chief Gonzales' appointment into their own pockets and were waiting in the ready room when the unsuspecting chief put in an appearance.

Shortly after Chief Gonzales entered the room, he was pushed toward the front where the squadron's commanding officer exchanged an officer's hat (a gift from the squadron's chiefs) for Gonzales' chief's hat.

The new limited duty officer was then given 10 minutes to go to his room, change to proper officer attire and return to the ready room.

The next time Gonzales appeared in the ready room, he wore the stripes of a lieutenant (jg) on his

AWARD—LCDR Wesley A. Brown, CEC, USN, receives SecNav Commendation for Achievement for his work in foreign assistance assignments.



WHEN COMMISSION as LTJG became imminent for Patrick O'Halloran, ADCS, he asked that his brother Joseph, also an LDO, give oath. Joseph obliged.

shoulder. Then he formally accepted his commission and took his oath of office, ending nearly 20 years of service as an enlisted man to begin a new career as an officer in the United States Navy.

1900 Inspections Later

When Chief Shipfitter Vernon A. Dickson held a formal inspection of the crew of *uss Carter Hall* (LSD 3) recently, it was his last ceremony during a Navy career spanning 37 years. At the rate of one inspection a week, that was slightly more than the nineteen hundredth inspection in his seagoing career.

Dickson first entered the service in December 1925, for a two-year hitch in the Army. After much marching he considered the possibility of *mal de mer* less vexing than the certainty of blisters, so he enlisted in the Navy in 1927.

After boot camp, Dickson received orders to *uss Trenton* (CL 11), which took him to action in the Nicaraguan campaign.

Within weeks of the Japanese attack on Pearl Harbor he was heading west to help place damaged ships back in operation.

Dickson made chief shipfitter in July 1942. He served in the Pacific until 1948. Other duties have included sea time aboard *uss Blackhawk* (AD-9), *Texas* (BB 35), *Arizona* (BB 39), *Maryland* (BB 46), several four-stacker DDs, and a tour with the 1934 Alaskan survey expedition.

Fast Thinking, Heroic Action

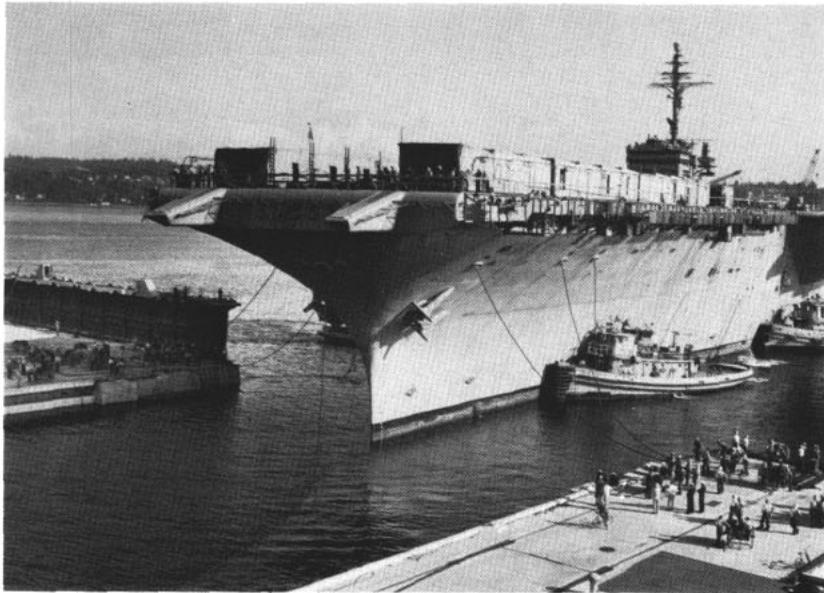
A Navy pilot, whose RA-5C *Vigilante* crashed in a field near Sanford, Fla., recently, has been commended for his courage and quick thinking to avoid crashing in a populated area.

Lieutenant Commander James F. Bell, USN, was on final landing approach about one-half mile from NAS Sanford when he experienced complete hydraulic failure, which caused the plane's controls to freeze. Ordinarily, a crew should eject immediately in this situation.

However, controlling the plane by differential power of the *Vigilante's* twin jet engines, LCDR Bell managed to remain airborne until his

WINGS FOR WAVE—Clara B. Johnson, PHC, receives Aircrewman wings and title of aerial photographer.





BIG DEAL—King-size carrier *USS Kitty Hawk* (CVA 63) is eased into world's largest drydock at Bremerton, Wash., where she will undergo major repairs.

plane was clear of inhabited areas. Then he gave the order for his bombardier/navigator to eject, and followed them.

By this time he had managed to climb from 300 to 3000 feet. The plane crashed in an open pasture and no one was injured.

Bell's commendation was presented to him by his commanding officer during a monthly meeting of Reconnaissance Attack Wing One. The pilot is attached to Reconnaissance Attack Squadron One (RVAH-1).

Those Planes Cost Money, Man

What started out as no more than a routine test flight ended with an 800-foot scrape. Lieutenant Karl I. Lassey, a test pilot, was returning to Quonset Point, R. I., in his A-4 *Skyhawk*. As he tried to lower the landing gear, he discovered it had jammed in its housing.

LT Lassey had two choices: He could either fly the aircraft out to sea, eject and be picked up by waiting rescue units, or he could risk a hazardous wheels-up landing in an attempt to save the million-dollar aircraft. He chose the latter.

His choice set the fire and crash crews in motion; they covered a 1500-foot section of a runway with fire extinguishing foam.

Approaching the runway with minimum speed, LT Lassey eased the plane down and skidded 800 feet. A small fire broke out for a few seconds, but it was smothered.

The landing couldn't have been better, under the circumstances. There was no damage to the plane. An aircraft overhaul and repair official later said the aircraft would have been able to fly that same day if necessary.

Quonset's commanding officer commended LT Lassey for saving the government more than one million dollars and the fire and crash crews for their quick response and professional handling of the incident.

Kitty Hawk Overhaul

One of the Pacific Fleet's largest ships and the world's largest drydock

are together in Bremerton, Wash., where *uss Kitty Hawk* (CVA 63) is undergoing major repairs on her hull, flight deck and interior. One project is to install a Naval Tactical Data Processing System.

As *Kitty Hawk* (1069 feet long) was floated into Puget Sound Naval Shipyard's 1180 foot-long drydock, she had 55 and one-half feet to spare at either end. This drydock facility, which covers 14 acres, is the only one on the West Coast large enough to adequately accommodate *Kitty Hawk* during her major overhaul period.

Due to the length of her yard period—approximately eight months—*Kitty Hawk's* home port has temporarily been changed from San Diego to Bremerton following her recent deployment to West Pac.

Space Age Carousel

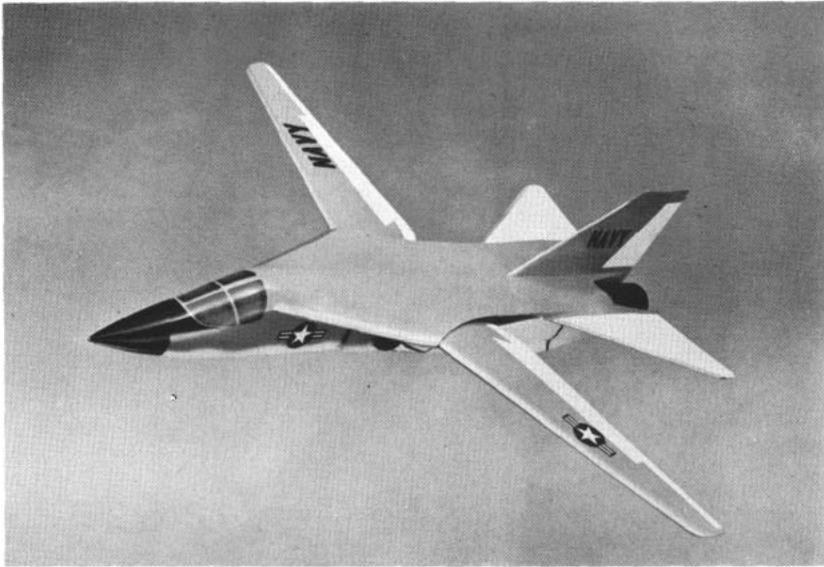
The Navy is purposely getting men dizzy at Pensacola, Fla., by confining them in a space-age merry-go-round, called the Coriolis Acceleration Platform (CAP). This is a room 20 feet in diameter that rotates slightly faster than a conventional carousel, and is equipped so that men can spend days spinning around.

Four Navy volunteers who participated in recent experiments in the CAP are helping scientists at School of Aviation Medicine at Pensacola, Fla., study motion sickness. They spent 12 days going in circles.

CAP simulates the environment of a rotating space station and tests the ability of man to adapt his balance systems. Functions of the inner ear

TWO-TONED—This P-3 *Orion* is first of type with low visibility gray and white paint. All new production and reworked *Orions* are scheduled for the painting.





PLANE MODEL—This F-111 two-man tactical fighter, powered by two turbo-fan engines, is being developed for use by Navy and Air Force.

are being studied because astronauts are subjected to motion sickness caused by intense stimulation of this organ.

During the 12-day test the four officers—all future aviators who were chosen because of their low sensitivity to motion sickness—cooked, ate and slept in the perpetually revolving room. They spent most of their time reading and listening to recorded music.

During the first few days they experienced extreme discomfort and nausea. When the room finally stopped a psychologist tested the effect that the marathon rotation had on the men and observed the length of time it took them to recover.

They had overcome the earlier nausea, but were woozy and leaned to one side when walking. They regained their equilibrium within a few hours and overcame the other effects in a couple of days.

Another 12-day test is scheduled for a team of deaf persons. These subjects have lost the function of the inner ear and theoretically will not be bothered by the motion of the room.

This test will provide a basis for determining how much of the effects experienced by the officers was due to motion, and how much to boredom, fatigue, confinement and other factors.

With the United States' space program aiming at putting a man on the moon, the Navy's School of Aviation Medicine is hoping it can help make the trip no more uncomfortable than

a car ride from Pensacola to New Orleans, and a lot more interesting.

Tracking Ships to MSTs

Missile tracking ships, previously assigned to the Air Force at Cape Kennedy, will now operate under the Military Sea Transportation Service (MSTS). Ten ships have been transferred, including the two large 13,000-ton C-4s USNS *General H. H. Arnold* (T-AGM 9) and *General Hoyt S. Vandenberg* (T-AGM 10).

The other eight included in the transfer are USNS *American Mariner* (T-AGM 12), *Coastal Sentry* (T-AGM 15), *Twin Falls* (T-AGM 11), *Sword Knot* (T-AGM 13), *Rose*

Knot (T-AGM 14), *Coastal Crusader* (T-AGM 16), *Timber Hitch* (T-AGM 17) and *Sampan Hitch* (T-AGM 18).

Most of the ships will continue to operate in the vicinity of Cape Kennedy, Antigua, Trinidad, Puerto Rico and Ascension Island. However, *General Arnold* has changed its operating area to the Pacific.

Rushmore's Swimmobile

When USS *Rushmore* (LSD 14) sailors saw the big crane swinging a 20,000-pound swimming pool on board, they thought their Caribbean cruise would really be a trip to write home about. But alas, from some points of view, the pool proved to be only 20,000 pounds of good will, a part of Project Handclasp.

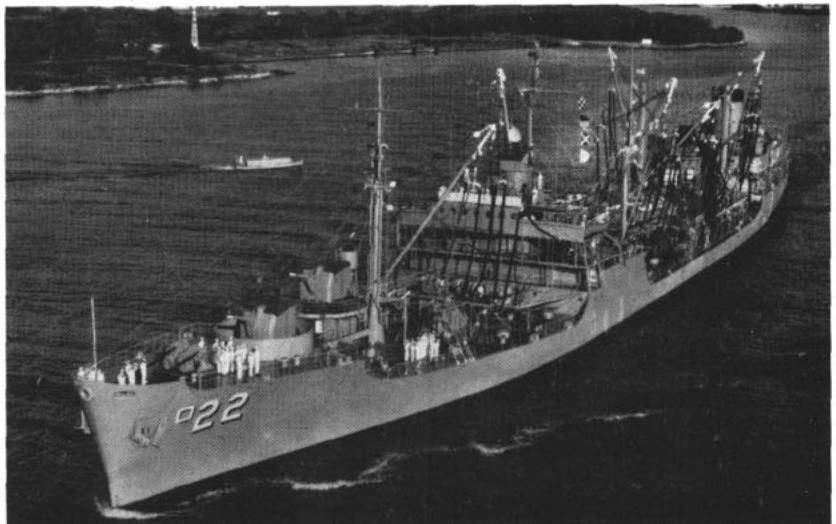
The swimming pool, dubbed a swimmobile, was en route from the Elizabeth City, N. J., YMCA to the YMCA of San Juan, Puerto Rico, where it was presented as a gift. The bright red Swimmobile is composed of a semi-tractor and trailer 35 feet long. The pool portion is 20 feet long, eight feet wide and four feet deep.

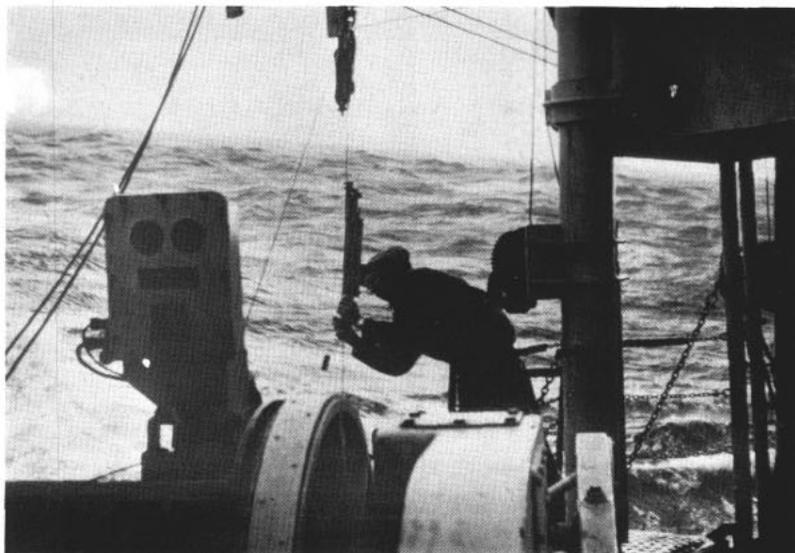
Rushmore also was scheduled to discharge 15 tons of medical supplies at San Juan and an assortment of chapel equipment. Both the medical supplies and chapel equipment were for later shipment to the Barbados.

For the Virgin Islands, *Rushmore* was loaded with school desks, chairs, text books, pencils, erasers, scissors and library books.

Also packed among *Rushmore's* goodies was an ample supply of rubber balls and chewing gum.

OILER USS Cimarron (AO 22) begins journey to sea for rendezvous with Fleet for underway replenishment. Her cargo capacity is over six million gallons.





NESEP STUDENT David F. Bolka graduated from MIT. Left: he puts oceanographic knowledge to use analyzing sea.

NESEP Navyman Earned Degrees for Work Ashore and Afloat

Three years of hard work and study paid off for Yeoman Second Class David F. Bolka, usn. Graduated recently from Massachusetts Institute of Technology through the Navy Enlisted Scientific Education Program he earned two degrees: a Bachelor of Science in Oceanography and a Master's in Geology and Geophysics.

Bolka already had some college behind him when he enlisted in the Navy. But he wanted more, so he decided to try for NESEP.

Entering MIT in September 1961, Bolka spent the next three years studying in an oceanography major. One of his most interesting senior year courses consisted of a three-month cruise aboard the Woods Hole Oceanographic Institution research vessel, *Atlantis II*.

During this cruise, Bolka stood a regular rotational oceanographics

watch, which consisted in part of making bathythermograph observations and taking water samples from the surface to the bottom and analyzing them to learn more about circulation and water mass distribution. In addition to standing a regular watch, he assisted in the tedious work of the reduction of the data and the more interesting work of preparing charts of subsurface conditions in the ocean.

With the cruise taking place last winter in the North Atlantic, these observations were seldom easy, but Bolka joined in enthusiastically. One of his charts was used to determine the exact point at which the deep current measurements were made.

Upon completion of the cruise, one of the scientists claimed that in 18 years of oceanographic field work, he had rarely, if ever, seen such competence and diligence both as a watch stander and a member

of the scientific program as a whole.

Bolka is now attending Officer Candidate School, Newport, R. I., and will be commissioned as an ensign, USN, in February 1965. He then will report to the Submarine School at New London for duty under instruction.

The NESEP unit at MIT, in its six years of existence, has had 20 enlisted personnel enrolled. Eight have graduated so far with majors in aeronautical engineering, nuclear engineering, electrical engineering, nucleonics, physics, mechanical engineering, oceanography, geology and geophysics.

This is not the first such success story; it's been repeated many times over in 22 colleges and universities throughout the country.

Full information concerning the NESEP can be obtained by reading BuPers Instruction 1510.69H. See your personnel officer.

Never A Dull Moment

Most men on board *uss Bainbridge* (DLGN 25) would agree that entertainment on board is something less than that promised by most round-the-world cruise ships, but then *Bainbridge's* 30,000-mile cruise around the world without refueling or replenishing her supplies is no ordinary voyage.

Nevertheless, *Bainbridge's* men don't lack for entertainment during their off-duty hours. There is a well-stocked library on board containing

about 1000 books on subjects which range from popular fiction to reactor technology.

When the *Bainbridge* man gets tired of reading, he can listen to a wide range of music piped to the ships' living spaces via closed circuit radio.

Radio stations in *Bainbridge's* home port (Charleston, S. C.) tape selected broadcasts and mail the tapes to *Bainbridge*. Many of the crew members have heard songs played just for them at the request

of their wives or sweethearts. Live broadcasts are presented by the crew. Movies are shown 21 times a week.

There are also those old Navy standbys such as acey-ducey, poker, chess and other table games provided by the ship's welfare and recreational fund and Saturday night is bingo night on the mess decks.

Any man, of course, who wants to concentrate on improving himself through the Navy's educational facilities, the U. S. Armed Forces Institute or the country's leading colleges and

universities has an opportunity to do so through correspondence courses.

If the *Bainbridge* man still finds time on his hands, he can use his own ingenuity or simply turn out his bunk light and go to sleep.

Nice to Have You Aboard

Two submarines of the Japanese Maritime Self Defense Force trained with U. S. submariners at Pearl Harbor during this past summer. They were JMSDF *Wakashio* and JMSDF *Hayashio*.

Each of the Japanese submarines is 120 feet long, displaces 740 tons and carries a crew of 28 men and six officers.

During their training cruise, the Japanese submariners learned from U. S. Navymen the techniques of escape from a disabled submarine by making 50-foot ascents through the water of the submarine base escape training tank.

The Japanese crews also sought aggressor ships and snorkeling enemy submarines under conditions simulating actual combat.

Before leaving Pearl Harbor, the Japanese submariners conducted ceremonies at the Submarine Memorial and placed leis on the 52 bronze plaques commemorating U. S. submarines lost during World War II. They also made an official visit to the *Arizona* Memorial.

Situation Well in Hand

A Battalion Landing Team of Sixth Fleet Marines hit the beach at Porto Scudo, Sardinia, as part of training exercise MEDLANDEX 4-64. The Marines had a complete workout, operating on rugged terrain and firing organic and supporting weapons.

The 10-day training period began



TWO JAPANESE Maritime Self Defense Force Submarines, *Hayashio* and *Wakashio*, moor at Pearl Harbor during training period with U.S. submarines.

with landing craft, amphibious tractors and helicopters moving from ship to shore.

Once the Marines had landed and secured their objectives from previously landed defending forces, Marine construction details went to work on small arms ranges building stationary and pop-up targets.

Those who weren't working on the ranges were out in the mountains taking part in squad and platoon size tactics.

When the Marines weren't actually shooting their weapons, it was an almost sure bet they could be found standing weapons inspections, hiking, studying tactics or climbing mountains.

On the last day of the exercise, the Marines invited Italian and German as well as U. S. personnel to observe

a special fire power exercise.

The show began with a rifle squad. Each member's position was explained to the visitors and each man displayed his weapon; then fired it at a simulated enemy.

After the rifle squad demonstrations came exhibitions using heavier weapons which required crews to operate the mechanized weapons.

Naval gunfire was called in on a target across the bay from the observers and close air support demonstrated the relationship between aircraft and infantry in an assault.

After a short break for supper, the Marines produced their grand finale with weapons completing a fire assignment using tracer ammunition. Special illumination was furnished by the team's 81-mm mortar platoon.

—T. D. Ellis, SSgt, USMC.

BIG ONE—Recently commissioned USS *Stonewall Jackson* (SSBN 634) is one of largest subs ever, measuring 425 feet.





MORTON STEAMS in Pacific (left). "Goat king" and "goat officer" (right) fit Downwind with life preserver.



DOWNWIND stands duty on Morton bridge. The goat polices the area daily for cigarette butts.

Little Buttinsky Wins Morton's Heart

How do you get a hoofprint on an ID card?

This and other such questions have troubled crewmen of the destroyer USS *Morton* (DD 948) since Downwind, their goat mascot, reported aboard in May.

Downwind, a San Clemente Island native, was brought to the ship by helicopter after efforts by *Morton* men to catch a goat on foot were unsuccessful.

The goat has adapted to shipboard life with the ease of an ancient mariner, and now goes about his duties like an old salt.

A "goat officer" has been assigned to parade Downwind dur-

ing highline transfers and underway replenishments, and to act as the goat's official spokesman. He also oversees three "goat kings," who assist Downwind in personal care, quarters upkeep and exercise.

Downwind has quarters in a hot shell casing basket behind the forward gun mount, but prefers to spend his free time on the bridge with the commanding officer, Commander T. G. Slattery. At first the reason for the preference was thought to be command instinct, but has since been attributed to the fact that the bridge is heated at all times.

—Reg Hardy, JOSN, USN

No Drought in Gitmo

At Guantanamo Bay, Cuba, the second water desalination plant has gone into full-scale operation. The first two plants can produce a total of one and one-half million gallons of water per day.

A third plant, scheduled to begin operation in December, will furnish an additional 750,000 gallons daily.

Also in December, the first of two 7500-kilowatt electric generators should be on the line. When the second generator is installed in March of next year the base can shut down some 17 smaller, diesel-driven generators scattered throughout the area.

The water desalination plants and electric generators are part of the effort to make Gitmo self-sufficient. The self-sufficiency policy was decided upon last February when the Cuban government stopped the flow

of water from the Yateras River water plant to the U. S. Naval Base.

Before the installation of the water plants, two MSTs tankers were delivering water to the isolated base from Ft. Lauderdale, Fla. About August 15th, after the first plant began producing at full capacity, one of these tankers was pulled from the shuttle run. The other was released when the second plant went into operation.

Missile-Testing Ship

The veteran missile-testing ship USS *Norton Sound* (AVM 1) is back in commission after a 19-month yard conversion in Baltimore. She is now equipped to resume her role as a floating proving ground, and will begin testing the new shipboard weapons control system (SWCS) developed for the *Typhon* missile.

SWCS employs advanced micro-

wave and digital computer techniques, along with a single high-powered radar array, to provide long distance air defense against a number of targets simultaneously. It is designed to search more than 100 miles distant for approaching enemy aircraft, track them when they are discovered, then guide a missile attack all the way to interception.

The *Typhon* missile was conceived to provide a quick reacting system against multiple targets by integrating the search and weapons control function for a family of missiles. It is an extremely complex system.

Norton Sound's conversion after 12 years of missile testing—which included work in the development of *Polaris*—has afforded her with the increased capabilities required to perform as a complete missile system test facility for this new program.

Four Sets of Wings

But for Navy Uniform Regulations Lieutenant (jg) Peter G. Murray might well spend his time pinning on wings. He has earned four sets in his six years in the Navy.

The regulations allow personnel to wear only one of a kind of similar or related insignia, except for combat insignia. Hence, Murray may wear only the wings of Naval Aviator and Navy Parachutist, although his record also shows him to be a qualified enlisted Aircrewman and Basic Parachutist.

Murray earned his Aircrewman's wings as a Naval Reserve aviation electronics technician while attending college. The second set, those of a Naval Aviator, he donned after flight training at Pensacola in 1962.

The young officer received his Basic Parachutist wings next, although the groundwork for them was laid when he took his initial jump in California at the age of 17. This set of wings came after he completed the Army Airborne Jump School at Fort Benning, Ga., early this year.

Arrangements were then made for his participation in jumps with the Marines at Camp Pendleton, Calif. After logging jumps with full Marine combat gear, Murray received the gold Navy Parachutist wings and became one of the few Navy officers to be designated both a naval aviator and Navy Parachutist.

As a pilot, Murray has also obtained a commercial pilot's license, logged over 600 hours in Navy S-2 Trackers and is looking toward a future as a jet pilot.

LOTS OF WINGS—LTJG Peter G. Murray displays four sets of wings earned during his six years in the Navy.



But, as both pilot and parachutist, Murray has firmly resolved to keep the two skills separate.

All Are Beautiful

Beauty queens and Navy warships aren't related except by gender. But when the two are brought together it is a case of mutual admiration. This was again the case when 12 of 21 semi-finalists of the Miss Jacksonville Beauty Contest visited the attack carrier *uss Shangri-La* (CVA 38).

Using one of the elevators as a stage, the contestants sang and danced for the crew.

Four days after the visit, members of *Shangri-La's* crew assisted as escorts in the final competition. Dressed in dress white uniforms, the escorts presented the girls to the judges and audience and led them to their positions on stage. As far as *Shangri-La's* crew was concerned, all the ladies were winners.

Acorns Meet Dolphins in New Environment

A new field has opened and somebody had to be first in the program. Consequently, Lieutenant John E. Greenhalgh, SC, USN, now wears dolphins of a new design. He is the first Supply Corps officer to earn them.

The new program offers an opportunity for supply officers to qualify in submarines. Although some other Supply Corps officers now wear dolphins, they earned them as line officers before switching to the SC. And their dolphins are of a different design (the standard twin dolphins flanking the bow of a submarine).

LT Greenhalgh's insignia, authorized this year, is twin dolphins flanking the Supply Corps emblem—a gold leaf with acorns.

To qualify, LT Greenhalgh completed the basic officers' course at Submarine School, New London, Conn., and served aboard *uss Lafayette* (SSBN 616) where, in addition to his supply duties, he stood diving officer and officer of the deck watches under instruction. He completed two *Polaris* patrols. His present billet is assistant supply officer for submarines on the staff of DEPCOMSUBLANT.

The field is open to any SC officer with an above average academic record and an aptitude for math, who can pass the submarine physical.

If selected, he will be ordered to the six-month course at sub school

Time For a Breather

Nearly nine years ago the Navy accepted the 71st shipment of T34B *Trainer* aircraft. And that began No. 158's tour of duty.

During those years, the single-engine plane has logged more than 6000 flying hours and approximately 36,000 landings. Through it all, 158 has kept a perfect record—never even a dent. Of course, minor repairs were necessary (as with any other machine) to keep it in good running order.

The little plane began her Navy career at NAS Pensacola; since then, she's been transferred to NAAS Whiting Field and finally to NAAS Saufley Field (both auxiliary air stations are near Pensacola).

What's next for her—retirement? Eventually, but not for quite a while. Shortly 158 will receive an overhaul; when she emerges, she'll again take her place on the line.

(this requirement can also be satisfied by receiving comparable indoctrination for six months aboard an active submarine). Then he must complete a year's service on a submarine force, flotilla or squadron staff, or in a ship or station where his primary duties involve direct support of operating submarines. He must also prepare a thesis, and be recommended by his Commanding Officer.

A FIRST—LT John E. Greenhalgh, SC, USN, receives Supply Corps dolphins from RADM John A. Tyree, Jr., Deputy Commander, Sub Force, Atlantic Fleet.



New Supply Corps Dolphins





FAMILY RE-UP—Chief and Mrs. Robert Roberts reenlist together aboard *USS Willis* (DE 1027), the chief's ship. *Willis'* CO gave them the joint oath.

Music School Move Is a Hit

One way to move 43 string basses, 500 saxophones, 60 sousaphones, a slew of pianos and a harp, plus the rest of the Navy's School of Music, is to call in a couple of LSTs. This was proven when such a move was made recently, transferring the School of Music from the cramped quarters it occupied in Washington, D. C., for the past 29 years, to a specially tailored building at the Naval Amphibious Base, Little Creek, Va.

Now the student musicians have

more room to study and practice—and where 500 saxophones are involved, space can be an important factor. Since the School trains musicians for the Army and Marine Corps, as well as for the Navy, it was just about busting out of its spaces in Washington's Anacostia section. The student quotas are set at 250 for the Navy, 250 for the Army and 20 Marines.

To handle this enrollment, the Washington spaces provided 45 instruction rooms, which the students

used at night for private practice rooms.

At the new quarters, a renovated and virtually rebuilt barracks in Little Creek, they have 64 sound-proofed, individual private rooms and 62 instruction studios, air-conditioned (for a nice change), and consolidated (another improvement over the spread-out Washington complex).

Packing up for the move was not an easy chore because the students maintained their instruction schedule as much as possible during the period, besides continuing to participate in the never-ending after-hours obligations placed on them in the nation's capital. Not a week passes in Washington without Navy musicians being called out for some major function, be it ceremonies for a visiting head of state, a public concert, a funeral at Arlington National Cemetery or a White House party.

School plays an important part in the career of a Navy musician. Although he has already had several years of instrumental instruction before being accepted into the program, his first assignment in the Navy is to the music school's six-month basic course to study harmony and theory, ear-training, and sight-singing, to rehearse concert and dance band music, and to receive private instrumental lessons.

Later in his enlistment, as a petty officer, he returns to school for a six-month refresher course. Then, as a

Retiring Navy Veteran Recalls Pearl Harbor

A veteran of the Pearl Harbor attack retired from the Navy recently after serving continuously for more than 30 years. He is Lieutenant Commander H. R. Davis, Supply Officer for the Military Sea Transportation Service at Gulf Subarea, New Orleans.

In a brief farewell talk, LCDR Davis recalled his most vivid memory of his career—the attack on Pearl Harbor, 7 Dec 1941.

Then a storekeeper first class, he was aboard the battleship *USS California* (BB 44)—the first in Battle-ship Row moored alongside Ford Island. He had just finished breakfast and went to his office to finish some work and decide how to spend a quiet Sunday.

As he turned to his work, he heard several explosions at the Naval Air Station, Ford Island. He

peered out the porthole; the sky was filled with planes. He could even see the rising sun painted on the bottom of the wings.

General quarters was immediately sounded aboard *California*; the clanging alarm on the 97 other ships echoed throughout Pearl Harbor as if one hand had simultaneously pulled the alarm on each.

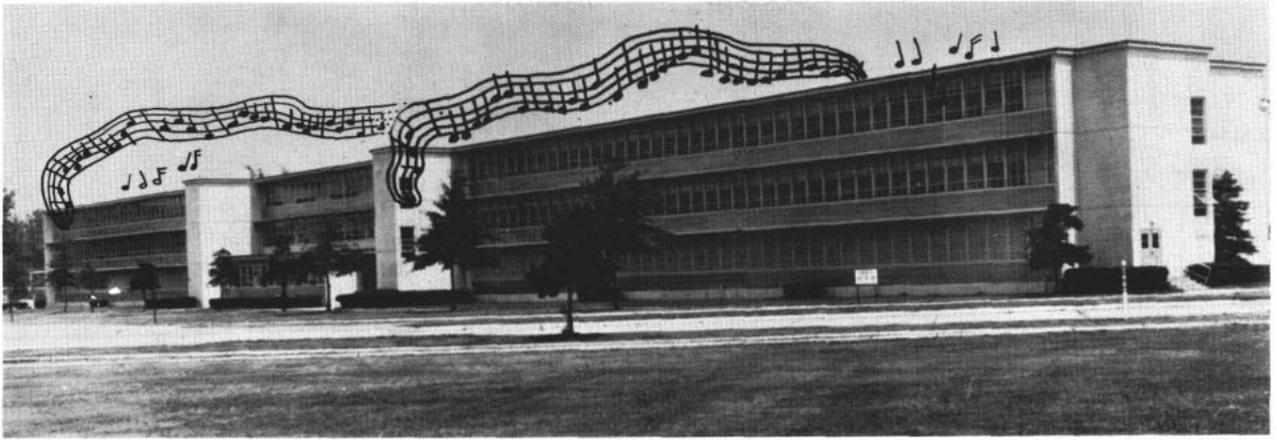
LCDR Davis was a telephone talker at his battle station, which was in an ammunition supply line below decks on the starboard side—the side facing Ford Island. A few days before his GQ station was on the opposite side of the ship.

California, leading a line of seven battleships, sustained three torpedo hits within minutes. One hit killed the entire ammunition supply party on the port side—from which he was transferred just days before.

The torpedo hits and other devastating blows by enemy dive bombers severely wounded *California*, and she settled where moored.

Overcome by smoke and escaping gases and suffering from internal injuries, LCDR Davis became unconscious at his battle station. He was carried topside where he regained consciousness. When word was passed to abandon ship, although wounded, he carried one of his shipmates through the burning ship and placed him into a motor launch which was shuttling the injured to makeshift hospitals. He was in the hospital two weeks recovering from his wounds.

Throughout the remainder of World War II, he served in the Pacific. During the entire Korean conflict, he was in the combat area with a landing ship squadron.



RENOVATED BARRACKS at Little Creek, Va., is now school building for Navy, Army and Marine musicians.

PO1 he must complete the one-year advanced course to be eligible for advancement to chief.

In its new location, the school will be able to handle its expanding student body and do a better job making better musicians.

They Shall Have Music

Wanted: music. So the destroyer *USS Robert L. Wilson* (DD 847) searched her crew and came up with a chief engineer, assistant communicator, assistant navigator, damage control assistant, signalman, fire control technician, radarman, torpedoman, storekeeper and quartermaster.

This happened shortly after *Wilson* received a FRAM I conversion at the Philadelphia Naval Shipyard.

During evenings, crew members who had instruments aboard would get together for a jam session. Then Ensign L. K. Smith reported aboard. He used his musical background to organize the band and called rehearsals as often as possible to provide entertainment for an upcoming four-month Mediterranean cruise.

Soon the band was presenting impromptu concerts in Italy, Greece, Turkey and Spain.

The band worked out an hour's repertoire, from marches to rock 'n roll.

While he conducted, ENS Smith also filled in with a few notes on the piccolo. Signalman second class Joseph Davis, the band's most versatile musician, filled in on the trumpet, saxophone and drums, or sang a chorus or two when the need arose. Even the captain, Commander K. W. Cavitt, who has an ear for music, found himself sitting behind the drums during several of the impromptu sessions aboard ship.

During highline transfers and re-

fuelings, the band added background music. Mindful of the signs on fleet oilers that give the number of ships that have been alongside during the year, *Wilson* came up with one of her own. In sending greetings to the oiler, the sign read, "Hello Oily, you are number — alongside this cruise," while the band played a chorus of "Hello Dolly."

From the Twist to Flamenco

The naval base at Rota, Spain, came up with a winning combination for an open house—an American state fair and a Spanish *feria*. Attracting more than 50,000 visitors, it was the best open house and carnival in Rota's seven years as a joint naval base.

There was plenty of dancing. *Señoritas* joined their American friends for square dancing. Others formed

several groups to sing and dance *flamenco*.

Everyone's eyes turned skyward for the carnival's highlight. Climbing to an altitude of 12,000 feet, the Torrejon Skydiving Team jumped from their aircraft. As they free-fell, they performed their tricky and thrilling maneuvers to the delight of the thousands below.

Musical programs were far from lacking. While the station band conducted a concert of light classical music in the center of the carnival grounds, a troupe of 30 *flamenco* dancers and singers performed before large audiences.

In addition to the many groups improvising their own dancing and singing, the distinctive sound of twist music, Spanish style, could be heard from the *USS Holland* (AS 32) and the Navy's Acey-Ducey Club.

MUSIC MEN—Crew members of Destroyer *USS Robert L. Wilson* (DD 847) swing out on deck. They have been giving concerts in port while on cruise in Med.



SERVICSCOPE

Brief news items about other branches of the armed services.

AN AIRCRAFT designed for support of counterinsurgency and limited war operations is under development.

As an airborne equivalent of the jeep, it will have the military capabilities of light armed reconnaissance, helicopter escort and attack, and support of ground troops. Its peacetime emergency functions will include disaster relief, medical missions and riot control.

With twin turboprop engines of the 600-horsepower class, the aircraft will be able to take off over a 50-foot obstacle in less than 800 feet with a 1200-pound ordnance load and three hours of fuel. Where longer take-offs are possible, the aircraft should be able to carry a 3600-pound ordnance load.

In addition it will operate from rough clearings, primitive roads and waterways as well as prepared airfields and aircraft carriers.

Plans call for a maximum level flight speed of 275 knots for helicopter escort. The minimum speed (less than 100 knots) will be used for jungle search.

The Marine Corps made the initial request for a light armed reconnaissance aircraft; later the Air Force confirmed the need. The Marine Corps supplied the specifications for the counterinsurgency (COIN) aircraft.

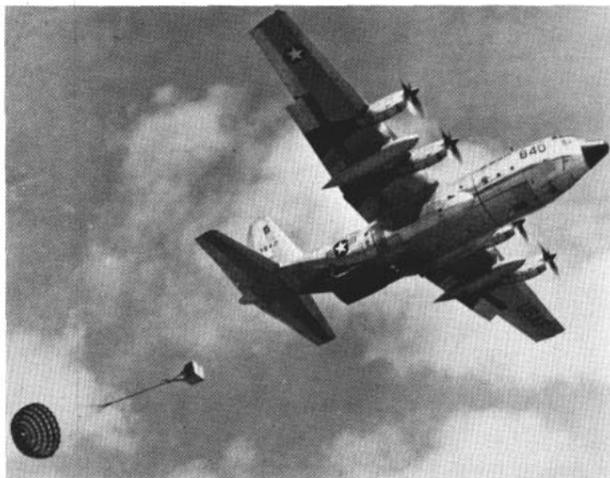
The Navy, designated by the Department of Defense as the developing agency, will have seven built at Columbus, Ohio.

Before production begins, however, an extensive joint service flight evaluation program will be conducted. The design concepts will be compared with the capabilities of other types of counterinsurgency aircraft now in use.

★ ★ ★

TWO CHIMPANZEES, Louie and George, have demonstrated their mental agility at Andrews Air Force Base, Md., for the annual Air Force Association Convention.

Both chimps had undergone schooling in manual and mental tasks at the 6571st Aeromedical Research Laboratory, Holloman AFB, N. Mex. During the three-day convention, Louie and George performed exactly as they did for research programs back in Holloman.



SPECIAL DELIVERY—Parachute Low Altitude Delivery System (PLADS) pinpoints 1000 pounds of Air Force cargo.



ARTILLERYMEN prepare to load howitzer in Army CH-47A Chinook helicopter, which carries three-ton payload.

Association members saw two performances. Louie completed a tracking task that involved both mental and manual dexterity. A circle of light moved across a scope while the chimp attempted to keep a cross in the circle's center by operating a lever. If the chimp failed to keep the cross within the circle, the system registered "tilt" and he had to begin again.

George's job was to count. A number flashed above a right-hand lever; the chimp pressed it as many times as the number indicated, after which he pushed the left-hand lever. Each correct combination produced food for George.

Louie and George are two of 83 chimpanzees in the Holloman colony—the world's largest.

★ ★ ★

NOW IT LOOKS as if we'll have a new, fast method of establishing anchorages, thanks to the Army, which has come up with an explosively driven anchor. The new experimental device will enable coastal towns without harbor facilities to benefit directly from sea trade.

The advantages of this new system over conventional methods of establishing an anchorage include substitution of a 3300-pound anchor to do the job of an anchor system weighing almost 17 times as much. The trick is that the Army's lighter anchor is able to shoot itself deep into the sea floor by means of an explosive device.

The system is especially designed to accommodate tankers, which can be moored off-shore and pump fuel to storage tanks ashore through underwater pipelines.

As the six- by four-foot steel casting is lowered to the bottom, an impact fuse sets off an explosion. In tests the explosion has driven the anchor about 35 feet into the sandy seabed or 20 feet into coral formations.

A mooring buoy is then attached to the embedded anchor's connections.

Once established, the anchorage can be abandoned simply by severing the buoy's connections, leaving the anchor in place. The low-cost device is considered expendable.

Using this system, tankers up to 70,000 tons can be moored, even during severe sea conditions, because as

many as eight anchors can be used to secure one large buoy.

And it can all be done in three days instead of the approximately three weeks it would take using present methods, at considerably less cost.

★ ★ ★

THE ARMY MEDICAL SERVICE is altering the composition of its flu vaccine. Two strains of the virus responsible for recent influenza outbreaks in Maryland and Japan have been isolated, and will be substituted for two others which have been in the vaccine for years. Administration of the new vaccine will commence for all service personnel and their dependents in the near future.

★ ★ ★

THOSE WHIRRING, grinding giant robots popularized on the late late late show may be nearer to reality than the skeptical, bleary-eyed viewer might think. A current Air Force project is aimed at determining if one such "monster"—weighing 11 and one-half tons, with tank treads, two 19-foot-long arms and "vision"—can satisfactorily perform recovery and salvage work in radiation contaminated areas unsafe for humans.

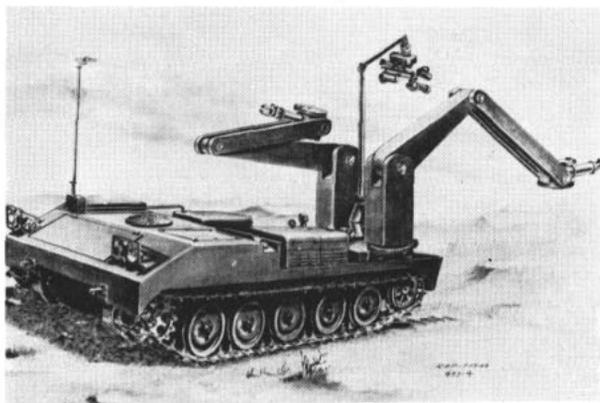
As yet unnamed, the robot is a vehicle that can be radio-controlled from a remote van. Four transistorized television cameras serve as the eyes.

When fully extended to 19 feet, the arms, which are designed to simulate the movements of human arms, can lift 600 pounds each. The hands have a grip force of 3000 pounds—enough to crush a diamond—yet are dexterous enough to turn bolts and operate a cutting torch and a variety of power tools.

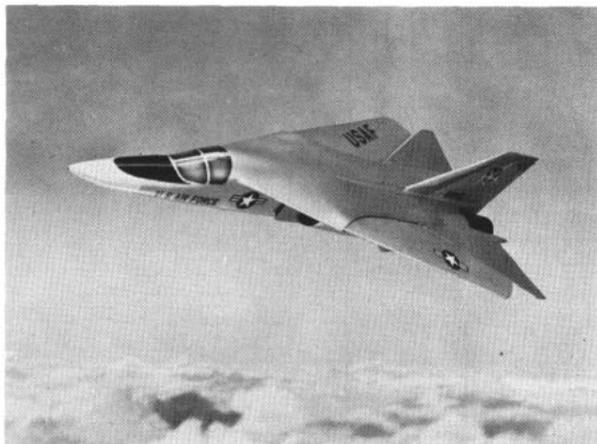
The operator moves the arms by manipulating control sticks, which transmit radio signals to the vehicle. The operator can extend, retract, twist and turn the arms and operate the hands. He can also start, stop, turn and reverse the vehicle.

Movements are so perfected, and depth perception is so good, that the operator—located in his van a mile away—can make the robot pick up a pencil.

Manned, the vehicle has a top road speed of 40 mph. Its unmanned radio-controlled speed is about 10 mph, and the vehicle can be transported by air.



TEST BED VEHICLE will help Air Force determine feasibility of unmanned, radio-controlled vehicles in radiation areas.



DOUBLE DUTY—Model shows USAF version of F-111 two man tactical fighter that will also be used by the Navy.

EVERYBODY KNOWS a little goes a long way but who would suspect that a mylar disc only one-eighth by ten-thousandths of an inch could gouge a crater one-eighth of an inch deep in an aluminum block after traveling only seven inches?

This is what happened in a series of experiments conducted at Wright-Patterson Air Force Base, Ohio. The purpose of the experiments was to judge the effect of a meteoroid on a space ship.

The outer surfaces of spacecraft are extremely vulnerable to abrasion and puncture by meteoroids which range in size from fine dust particles to objects the size of marbles.

The materials under fire by the laboratory meteoroids in the series of tests at Wright-Patterson were stainless steel, copper aluminum alloys, lead, plastic, foams, fibers and self-sealing materials.

★ ★ ★

A ONE AND ONE-HALF horsepower engine has used ammonia as fuel for 35 hours without a breakdown during tests at the Army's Engineer Research and Development Laboratories, Fort Belvoir, Va.

The tests are part of the Army's Mobile Energy Depot (MED) concept which utilizes nuclear energy to make emergency fuel from native elements for field use. They will determine the minimum modifications required for an engine to operate with substitute fuels.

Changes on the engine working successfully on ammonia include replacing the magneto ignition with a battery and modifying the distributor to advance the spark 40 degrees.

Development of the MED concept is underway by three government agencies: the Atomic Energy Commission is responsible for the nuclear power plant; the Advanced Power Conversion Development Branch of the Corps of Engineers Nuclear Power Field Office is working on methods of converting natural elements, such as hydrogen and nitrogen, into fuel; and the Engineer Laboratories are determining the engine modifications required to utilize the substitute fuels.

The goal is to reduce the tonnages of petroleum products necessary to support field armies.

THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **EARLY OUTS FOR XMAS**—Enlisted men and women who are due to be discharged or separated between 18 Dec 64 and 4 Jan 65 are eligible for separation before the start of the holiday season. Commanding officers have been given authority to separate (or transfer in time for separation) between 14 and 18 Dec.

Orders for Naval Reserve officers being released to inactive duty during December and January have been written to provide for their early separation, should they so desire.

As in past years, all early releases are subject to the approval of commanding officers. Navymen *not* eligible for early separations include Reserves undergoing active duty for training, personnel considered essential to the operations of the command, men being transferred to the Fleet Reserve or Retired List, and aliens seeking to qualify for U. S. citizenship by completion of three years' active military service.

Additional information may be found in BuPers Notice 1900 of 12 Oct 64.

• **1600 NEW CHIEFS**—Approximately 1600 POIs who went up for Chief last February will be doffing their white hats in favor of the CPO variety. They are being advanced in two increments, the first of which—and the largest—occurred in November. The advancement-to-CPO statistics show that 972 were advanced in the first increment while 635 will put on the hat the 16th of January.

Don't lose all hope if your name

didn't show on either increment. You still have a chance. The number advanced in January will be more than the 635 presently shown.

Incidentally, when it comes time for you to go up for E-8, your final multiple will be computed as if you had been advanced on 16 November.

• **E-7 EXAMS FOR WO CANDIDATES**—BuPers has issued a reminder that all POI candidates for warrant officer must participate in the E-7 exam in February unless they have already received authorization for advancement to chief.

Apparently there is some confusion on this point, owing to a misinterpretation of BuPers Inst. 1120.18J. This is the Instruction concerning in-service officer procurement under the Integration, Warrant Officer and LDO programs.

The Instruction states that all POIs who are candidates for warrant officer must complete all performance tests, practical factors and training courses for the next higher rate, and must successfully pass the E-7 examination given in February following application. It further states that those whose advancement to chief petty officer has been authorized, and whose authorization for advancement is on board, need not participate in the February E-7 exam.

This means that the E-7 exam requirement for the warrant officer program is not fulfilled unless the candidate has actually been authorized for advancement to chief, even though he may already have taken the examination for grade E-7.

In short, every candidate for warrant officer must take the February E-7 exam except those who are already E-7, E-8 or E-9, or whose authorization for advancement to E-7 is on board.

BuPers Notice 1120 of 13 Oct 1964 clarifies this point.

• **EDUCATIONAL FUND**—Navy families who are exploring ways and means of financing Junior's college education can taper off on their worrying.

The Navy Relief Society has established an educational fund to send dependent children of Navy or Marine Corps personnel to accredited colleges, vocational training schools, preparatory schools or service academies if their families need such assistance.

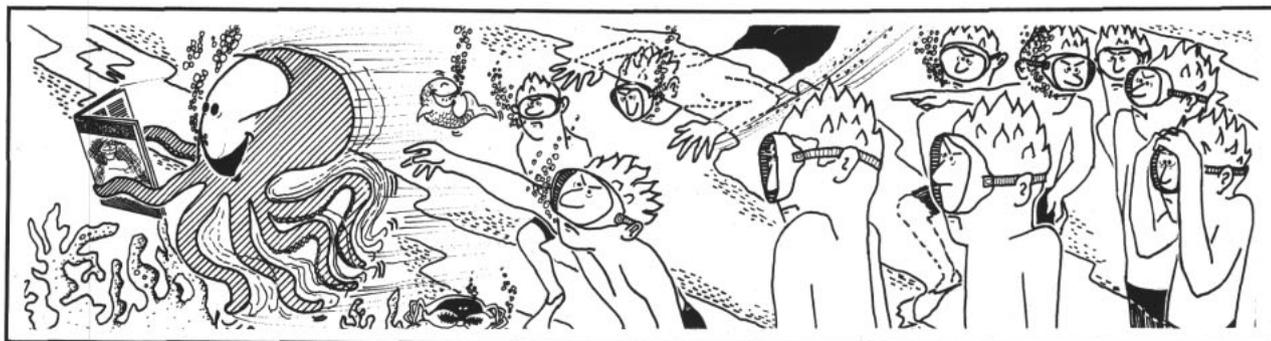
The educational fund will borrow two million dollars from Navy Relief Society reserve funds and will lend up to \$1000 for each year to qualified young people up to four years (or a total of \$4000). No interest will be charged.

The students are to repay the loans in installments beginning three months after graduation or departure from school.

Dependent children to the age of 22 may apply for the assistance, which will be granted on the basis of need. Eventually the fund is expected to become self-sustaining—something on the order of a rotating fund.

Should an emergency arise, applications will be considered for students who started their higher education in the fall and need assistance in order to finish the term. Most applicants, however, will probably be interested in seeking loans to begin the 1965-66 academic year. Regulations governing scholarship awards for the 1965-66 academic year will be available before 1 Jan 1965.

Application forms for educational assistance may be obtained from the



BE A GOOD SQUID—Remember that **ALL HANDS** is meant for 10 Navymen, so pass it on to those who are waiting.

Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360. The deadline for submitting applications for assistance during the fall 1965-66 semester is 1 Apr 1965.

- **RETENTION**—Some commanders and lieutenant commanders who would normally be released, retired or reverted to enlisted status by 30 Jun 1965 will be selected to continue their active service as officers until 30 Jun 1966.

This decision was made because of anticipated critical shortages of officers in certain codes. Here's the way it will work.

- Reserve commanders (except TARs) in critical codes who are eligible for retirement and who have failed promotion two or more times may, if selected, be retained until 30 Jun 1966.

- Reserve commanders and lieutenant commanders (except TARs) in critical codes who are eligible for retirement and who have not failed of selection two or more times may also be selected for retention until 30 Jun 1966.

Officers in both these categories will be notified as soon as possible whether or not they will be retained.

- Reserve commanders and lieutenant commanders (except TARs) who are not eligible for retirement, but who have failed of selection for promotion two or more times, may expect to remain on active duty until 30 Jun 1966—and possibly longer—unless they are individually notified to the contrary at least four months before their scheduled release dates.

TAR lieutenant commanders and above:

- Who attained retirement eligibility in fiscal year 1965, as well as those previously continued through fiscal year 1965, were considered by the FY 1964 TAR board for further retention on active duty. Those to be retained have been notified.

- Who attain retirement eligibility in FY 1966, including those previously continued through FY 1966 will be considered for retention by the 1965 TAR board and notified of their retention by May or June 1965.

Temporary commanders and lieutenant commanders in critical codes:

- Who have failed of selection twice or more may also be retained unless their earlier reversion or retirement is required by law.

Normally, however, temporary commanders will not be retained

after 30 June of the fiscal year in which they complete 26 years of commissioned service (20 years for lieutenant commanders) or 30 years of active service—whichever comes first.

All officers in this category will be notified, at least four months in advance of their scheduled reversion or retirement dates, of their selection or non-selection for retention.

Full details may be found in BuPers Notice 1920 of 9 Oct 1964.

- **MOBILE HOME TRAVEL ALLOWANCES**—Maximum allowance for the transportation of house trailers has been increased from 36 cents per mile to 51 cents. The total cost of transportation, however, cannot exceed the maximum allowance for transportation of household goods plus the dislocation allowance.

The 51-cent allowance only applies if the moving is done by a commercial transporter, though it makes no difference whether arrangements are made by the Navyman or the Navy. However, such arrangements may be made by Navymen only when they have been authorized to do so.

Transportation of house trailers has also been authorized between CONUS and Alaska. Navyman who receive permanent change of station orders to other points outside CONUS, however, are only allowed house trailer transportation to the point of embarkation.

There have been no changes in eligibility requirements for house trailer transportation. Additional information may be found in Nav-Compt Notice 7220.

- **NATURALIZATION BENEFITS FOR KOREAN VETS**—Aliens who served honorably in the U. S. armed forces during the Korean conflict are eligible for naturalization, providing they have enlisted or reenlisted in the United States. It is not necessary for them to have been lawfully admitted to the U. S. for permanent residence.

The Korean conflict period began on 25 June 1950 and ended on 1 July 1955.

Eligible aliens who wish to become U. S. citizens should file applications at the nearest District Office of Immigration and Naturalization in the United States. Assistance and advice in doubtful cases may be obtained from any law specialist or the Judge Advocate General of the Navy.

Anyone who has clicked a flashlight switch in vain knows a battery can die of sheer disuse. Of course, if it's only a flashlight battery, no particular harm is done. You simply buy another.

On the other hand, if the battery is in a missile fuse system and doesn't work, the results are somewhat more serious.

The Navy found it needed a new kind of chemoelectric energy conversion system in a battery that could be assembled in an inactive state, stored indefinitely without deteriorating and remain inert until needed.

The answer seemed to be in the use of ammonia cells for use in reserve batteries but the problems raised in the development of an ammonia battery were so numerous the project was nearly dropped.

Eventually, however, the need for an improved battery became so great that the Naval Ordnance Laboratory, Corona, Calif., joined forces with industry and produced a prototype for a new 11-watt, multiple section, liquid-ammonia reserve battery.

The men working on the project knew precisely what they wanted—a battery capable of activating within one second which would remain operative within five per cent voltage limits for three minutes.



The battery would have to occupy a space of less than six cubic inches and be able to withstand shock and vibration. The prototype of NOL's liquid ammonia battery not only met all the requirements but added a few features of its own. For instance, the new battery is not only small but its cells can be separated from one another and located in a number of places while still being served by one centrally located activator.

The NOL prototype should also please budget men as well as it pleases missile men for it represents higher quality at lower cost.

Even the first relatively primitive model can provide a tenfold increase over thermal batteries that are now being produced for similar applications.

As time goes by, the Navy can expect to see its little prodigy develop into more sophisticated, higher energy reserve batteries.



TAKE A CHECK

THERE WAS A TIME when having an NEC meant very little to a Navyman, to his command, or to an assignment officer. With a few exceptions any man qualified for his rate could perform the duties of any billet calling for that rate. Today, this is becoming less and less true.

This is no reflection on the men in today's Navy—they're better than ever. It's just that jobs, in all fields, have become more complicated. Already about one out of five Navy enlisted billets requires not only a man in a specific rating, but with a specific NEC (Navy Enlisted Classification) as well.

The real crux of the problem is that we are living in the era of electronics, nucleonics, supersonics and specialization. Although the Navy must have petty officers who are versatile, highly trained specialists are also in great demand. Those in the latter category carry one or two NECs.

There was a time when any Navyman who qualified for an NEC could hold it, regardless of his rating. But detailers ran into complications when, for instance, they tried to assign a signalman who had a radioman's job code. And, when the planning people tried to compute how many Navymen should be trained for a sonarman's NEC, they didn't quite know what to do about the BMs and RMs who already carried the NEC. And if they did

count men in other ratings, could these men be detailed to sonarmen's billets? It was all very confusing.

Consequently, the "source rating concept" was developed. Under this new system, most NECs are limited to men in a certain rating, or in a few cases several specified ratings. There were two reasons for this: Number one, the Navy wanted to derive the greatest advantage from its training programs—which meant training only those men who would actually use their skills. Second, it was necessary to provide a single system of bookkeeping (rates subdivided by NECs) which could be used when detailing personnel. Under the old system, detailers could make assignments according to rating or NECs, but it had to be one or the other.

Either key NECs had to be tied more closely to ratings, or they would more than likely supplant ratings. That's the idea of the source rating concept—to tie the key NECs and the ratings closer together.

The source rating concept could not be applied to all skills, however, for some skills could not be tied down to one or two ratings. Take divers, for instance, or aircrewmen. Under the new system these skills are listed as special series NECs and may be held by any rating. They are assigned as secondary NECs and have a high priority in coding.

NEC	FUNCTION	SOURCE RATINGS
● BOATSWAIN'S MATE		
BM-0107	Minesweeping	BM
BM-0113	Net Rigger	BM
BM-0161	Tugmaster	BM, QM
BM-0162	Boat Captain, Yard Craft	BM, QM
BM-0163	Boat Captain, Minesweeps	BM, QM
BM-0164	Assault Boat Coxswain	BM
● QUARTERMASTER		
QM-0215	Harbor Pilot	QM, BM
QM-0221	Inertial Navigation Operator	QM
● RADARMAN		
RD-0313	Air Intercept Controller	RD
RD-0314	Air Intercept Controller (Supervisor)	RD
RD-0316	Antisubmarine Air Controller	RD
RD-0317	NTDS Input/Utilization Display Equipment Operator	RD
RD-0318	Air Intercept Controller, NTDS	RD
RD-0319	Air Intercept Controller, NTDS (Supervisor)	RD
● SONAR TECHNICIAN		
SO-0406	Underwater Object Locator Repairman, AN/UQS-1	STG
SO-0407	Sonar Technician, AN/SQS-23	STG
SO-0408	Underwater Object Locator Repairman, AN/SQQ-14	STG
SO-0409	Submarine Sonar Technician, AN/BQG Series	STS
SO-0411	Oceanographic Specialist	ST
SO-0414	Submarine Sonar Subjective Analysis Technician	STS
SO-0415	Submarine Noise Measurement and Sound Analysis Operator	STS
SO-0417	Sonar Technician AN/SQS-26B (EDO)	STG
SO-0418	Sonar Technician, AN/SQS-26AX	STG
SO-0422	Sonar Technician, AN/SQR-13 (PADLOC)	STG
SO-0423	SSN Integrated Submarine Sonar System Technician	STS
SO-0426	SSBN Submarine Sonar System Technician	STS
Underwater Fire Control Systems Technician		
SO-0471	Mk 111 (Asroc)	STG

NEC	FUNCTION	SOURCE RATINGS
SO-0474	Mk 114 (Asroc/SQS-23)	STG
SO-0475	Mk 114/Mod 9 (Terrier/Asroc) AN/SQS-26AX	STG
SO-0476	Mk 102	STG
SO-0477	Mk 114/Mod 9 (Terrier/Asroc) AN/SQS-26BX	STG
SO-0478	Mk 105	STG
SO-0479	Mk 105/Mod 28 (Mk 37-1 Torpedo System)	STG
SO-0481	Mk 114 (Asroc/SQS-26AX)	STG
SO-0482	Mk 114 (Asroc/SQS-26BX)	STG
● TORPEDOMAN'S MATE		
<i>Advanced Undersea Weaponsman</i>		
TM-0716	Torpedo Mk 16/Mod 6	TM
TM-0718	Asroc Missile Assembly	TM
TM-0719	Subroc Missile Technician (STEM)	TM
TM-0721	Subroc Missile Assembly	TM
TM-0726	Torpedo Mk 27/Mod 4	TM
TM-0737	Torpedo Mk 37/Mod 0 and/or Mk 37/Mod 1	TM
TM-0743	Torpedo Mk 43/Mod 1 and/or Mod 3	TM
TM-0744	Torpedo Mk 44/Mod 0 and/or Mod 1	TM
TM-0745	Torpedo Mk 45/Mk 102 Warhead	TM
TM-0746	Torpedo Mk 46	TM
TM-0771	Nuclear Depth Bomb Technician	TM, GMT
● GUNNER'S MATE		
GM-0854	Rocket Launcher Mk 108 Maintenceman	GMC
GM-0856	VDS AN/SQA-10 Hoist Maintenceman Mount Maintenceman	GMG
GM-0873	5"/54 Mk 42	GMG
GM-0926	Warhead Maintenance Specialist	GMT
GM-0931	Nuclear Technician	GM
<i>Guided Missile Launching System Technician</i>		
GM-0984	Terrier Mk 9	GMM
GM-0986	Terrier Mk 4/10	GMM
GM-0987	Tartar Mk 11	GMM
GM-0988	Tartar Mk 13	GMM
GM-0991	Asroc Launching Group Mk 16	GMM
GM-0997	Talos Mk 7	GMM
GM-0998	Talos Mk 12	GMM



-IT'S YOUR NEC

Along with associating most NECs closely with ratings came the decision that the same principle should apply at the E-2 and E-3 level. Here again it is to the Navy's advantage to have every man "rating associated" so he would not receive training he would not use. Consequently, every non-rated man who is not an identified striker must be coded with the entry training NEC of his future rating. These NECs are assigned by service schools, basic training commands, and commanding officers. This NEC may be changed by a non-rated man's command, but it can't be changed to NEC 0000.

How will the change to the NEC source rating concept affect your career?

First, if you have an NEC specialty the prospects of your staying in it are excellent. It will be taken into consideration each time you are reassigned, and you will generally have ample opportunity to stay in your field or progress to some allied—not different—special skill.

Second, you will only be eligible for special advanced training if the NEC earned by graduation from this training is one that is listed for your rating.

Third, if you're planning to take the exam for third class you must be either an identified striker, like YNSN, or have the proper NEC entry trainee classification. If your entry trainee code is wrong, you won't be allowed

to take the advancement test. As you can see, NECs will play an important role in many Navy careers.

At present, service ratings do not greatly affect your eligibility to hold an NEC. For example, the source rating for GM-0988 *Tartar* Mk 13 is GMM—but, at least for the time being, it can be assigned to GM and GMG ratings. Requirements for the NEC are all written for the GMM, however, and at some future date the NEC will be held only by the specified service rating (GMM) or the general rating (GM). GMGs will not be eligible.

One more point. Suppose you're a high rated petty officer and do not have an NEC. Should this be a source of concern to you? Don't worry. You've probably noticed that sailors who know their jobs and have plenty of general experience are often used to supervise the specialists. That's no accident. Good petty officers who know their rating are, always have been, and always will be the backbone of the Navy.

Now, here's the rundown on the NECs and their source ratings.

The table on this and the following pages shows the new list of rating series NECs, along with the ratings eligible. Special series and entry trainee NECs underwent few changes and may be found in the *Manual of Navy Enlisted Classifications* (NavPers 15105G).

NEC	FUNCTION	SOURCE RATINGS
● FIRE CONTROL TECHNICIAN		
<i>Weapons Direction Systems and Target Designation Systems Technician</i>		
FT-1113	<i>Tartar</i>	FTM
FT-1114	TDS Mk 6	FTG
FT-1116	<i>Talos</i>	FTM
FT-1117	TDS Mk 5	FTG
FT-1118	<i>Terrier</i>	FTM
FT-1119	<i>Talos</i>	FTM
<i>Automatic Gunfire Control Systems Technician</i>		
FT-1123	Mk 37	FTG
FT-1126	Mk 56	FTG
FT-1128	Mk 68	FTG
FT-1129	Mk 87	FTG
<i>Missile Weapons Control System Technician</i>		
FT-1151	<i>Typhon</i>	FTM
FT-1155	<i>Terrier</i> Mk 73	FTM
FT-1157	<i>Terrier</i> Mk 76	FTM
FT-1158	<i>Talos</i>	FTM
FT-1159	<i>Tartar</i>	FTM
● FIRE CONTROL RADAR TECHNICIAN		
FT-1161	AN/SPW 2	FTM
FT-1162	AN/SPQ 5A	FTM
FT-1163	AN/SPG 49	FTM
FT-1164	AN/SPG 51	FTM
FT-1165	AN/SPG 55	FTM
FT-1166	AN/BPQ 2	FTG
FT-1167	AN/SPW 2, AN/SPG 49	FTM
FT-1169	AN/SPS-48	FTM, ET
<i>Underwater Fire Control Systems Technician</i>		
FT-1172	Mk 112	FTG
FT-1173	Mk 113/Mod 2	FTG
FT-1174	Mk 113/Mod 5	FTG
FT-1175	Mk 101	FTG
FT-1179	Mk 106	FTG
<i>Fire Control Computer Technician</i>		
FT-1182	Mk 100/Mod 2	FTM

NEC	FUNCTION	SOURCE RATINGS
FT-1184	Mk 118	FTM
FT-1185	Mk 119	FTM
FT-1186	Mk 111/Mod 1	FTM
● MISSILE TECHNICIAN		
MT-1312	<i>Regulus I</i> Technician	MT
MT-1313	<i>Talos</i> Technician	MT, FTM
MT-1314	<i>Tartar/Terrier</i> Technician	MT, FTM
● ELECTRONICS TECHNICIAN		
<i>Radar Maintenance Technician</i>		
ET-1513	AN/SPS-32/33	ET
ET-1514	AN/SPS-40	ET
ET-1515	AN/SPS 29 or AN/SPS 37	ET
ET-1516	AN/SPS 8	ET
ET-1517	AN/SPS or AN/SPS 42	ET, FTM
ET-1518	AN/SPS 43	ET
ET-1519	AN/SPS 30	ET
ET-1524	Moon Relay Communications Maintenance Technician	ET
ET-1525	Special Maintenanceman	ET
<i>Automatic Landing System Technician</i>		
ET-1526	AN/SPN-10	ET
ET-1534	Scatter Radio Equipment Technician	ET
<i>Communication Security Devices Equipment Technician</i>		
ET-1539	KW-37R, KW-7, KG-14, KG-15	ET, RM
ET-1541	KO-5, KW-22	ET, RM
ET-1543	KW-26	ET, RM
ET-1544	KW-37R	ET, RM
ET-1545	KO-6A	ET, RM
ET-1546	KY-1	ET, RM
ET-1547	KW-7	ET, RM, AT
ET-1548	KG-13	ET, RM
ET-1549	KW-37T	ET, RM
<i>Inertial Navigation Technician</i>		
ET-1551	Mk 1 SINS	ET, IC
ET-1552	Mk II/Mod 1 SINS (N7B)	ET
ET-1553	Mk III/Mod 4 SINS	ET
ET-1577	Ground Controlled Approach Technician	ET
ET-1578	TACAN Navigation Technician	ET



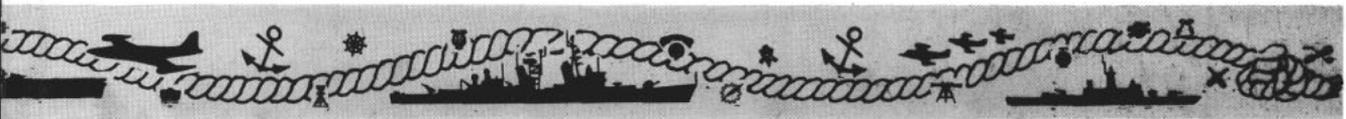
NEC	FUNCTION	SOURCE RATINGS
ET-1581	Nuclear Weapons Technical Repairman	ET, GMT
ET-1591	Electronics Standards Specialist	ET
ET-1593	Electronics Warfare Equipment Technician	ET
ET-1595	Special Communications Maintenance Technician, Mobile	ET, RM
ET-1596	Special Communications Maintenance Technician, Fixed	ET, RM
• DATA SYSTEMS TECHNICIAN		
DS-1615	NTDS System Technician	DS
DS-1616	NTDS Display Equipment Technician	DS
DS-1617	NTDS Data Transmission Technician	DS
DS-1618	NTDS Computer Technician	DS
DS-1631	OpCon System Technician	DS
DS-1632	OpCon System Computer Technician	DS
DS-1633	OpCon System Display Equipment Technician	DS
DS-1634	OpCon System Test Equipment Technician	DS
DS-1635	OpCon System Test Equipment Technician	DS
DS-1635	OpCon System Peripheral Equipment Technician	DS
DS-1653	A5-2/3 Surface System	DS, RD, PH, PT, MA, AT
• INSTRUMENTMAN		
IM-1812	Instrumentman, Watch and Clock	IM
• OPTICALMAN		
OM-1902	Optical Repairman, Lead Computing Sights	OM
OM-1903	Optical Repairman, Submarine Periscopes	OM
OM-1904	Optical Repairman, Rangefinders	OM
• POSTAL CLERK		
PC-2211	Area Mail Router	PC
• RADIOMAN		
RM-2303	Radio Operator, High Speed (30-40 wpm)	RM
RM-2314	Cryptographic Machines Repairman	RM
RM-2315	Cryptographic Machines Repairman, Automatic Off-Line Equipment	RM
RM-2317	Communication Security Devices Equipment Operator	RM
RM-2318	Circuit Control Operator	RM
RM-2319	Circuit Control Area Operator	RM
RM-2327	Moon Relay Communications Operator	RM
RM-2332	SSN/SSBN Radio Equipment Technician	RM, ET
RM-2342	Teletype Repairman	RM
RM-2346	Electronic Communication Equipment Operator/Repairman	RM, ET
RM-2393	Special Communications System Operator, Fixed	RM

NEC Cancellations

The following NECs were canceled:

BM-0105	ET-1533	EM-4615	TD-7519
BM-0114	ET-1535	EM-4652	TD-7523
BM-0152	RM-2312	EM-4664	TD-7563
BM-0153	RM-2322	EM-4668	AQ-7935
QM-0223	MA-2743	SF-4932	PH-8137
RD-0307	SK-2811	EA-5511	PH-8141
RD-0312	SK-2851	EA-5515	HM-8443
RD-0315	SK-2861	UT-6118	HM-8445
SO-0403	SK-2871	UT-6138	HM-8447
SO-0404	SK-2872	UT-6145	3433
SO-0405	SK-2875	AD-6433	9528
SO-0412	CS-3032	AX-6525	9548
SO-0419	CS-3042	AT-6613	9582
SO-0421	CS-3051	AT-6631	9584
SO-0424	SH-3163	AT-6633	9587
TM-0732	JO-3202	AT-6636	9591
TM-0735	DM-3706	AO-6852	9721
GM-0883	EN-4362	AB-7042	9723
GM-0972	EM-4605	AM-7207	9791
MT-1316	EM-4611	AM-7216	
ET-1506	EM-4614	TD-7518	

NEC	FUNCTION	SOURCE RATINGS
RM-2394	Special Communications System Operator, Mobile	RM
• COMMUNICATIONS TECHNICIAN		
CT-2401	Technical Branch (CT T)	CT
CT-2402	Administrative Branch (CT A)	CT
CT-2403	Maintenance Branch (CT M)	CT
CT-2404	Communications Branch (CT O)	CT
CT-2405	Collection Branch (CT R)	CT
CT-2406	Interpretive Branch (CT I)	CT
• YEOMAN		
YN-2505	Naval Intelligence Clerk	YN
YN-2513	Court Reporter, Stenographic	YN
YN-2514	High Speed Stenographer	YN
YN-2515	Court Reporter, Closed Microphone	YN
YN-2516	Legal Clerk	YN
• PERSONNELMAN		
PN-2612	Classification Interviewer	PN
PN-2614	Job Analyst	PN
PN-2616	Correctional Counselor	PN
• MACHINE ACCOUNTANT		
MA-2712	Tabulating Machine Serviceman	MA
MA-2721	Electronic Data Processing Systems Analyst	MA
MA-2722	Electronic Data Processing Systems Programmer	MA
MA-2723	Electronic Data Processing Systems Equipment Operator	MA
• STOREKEEPER		
SK-2813	Commissary Store Manager	SK, SH, CS
	<i>Repair Parts Man</i>	
SK-2863	Fleet Ballistic Missile Weapons System	SK
• SHIP'S SERVICEMAN		
SH-3111	Navy Exchange Manager	SH, SK
SH-3112	Store Clerk	SH
SH-3122	Barber	SH
SH-3142	Tailor	SH
SH-3154	Laundryman and Drycleaner	SH
• JOURNALIST		
JO-3221	Radio-TV Specialist	JO
• FLEET BALLISTIC MISSILE WEAPONS SYSTEM PERSONNEL		
<i>Missile Fire Control System Technician</i>		
3307	Mk 80 with Mk 1 and Mk 2 Missile	FTM
3308	Mk 84 with Mk 2 and Mk 3 Missile	FTM
3309	Mk 80 with Mk 3 Missile	FTM
<i>Missile and Missile Checkout Technician</i>		
3314	Mk 1 and Mk 2 Missile with Mk 80 FCS	MT
3315	Mk 2 Missile with Mk 84 FCS	MT
3316	Mk 2 and Mk 3 Missile with Mk 84 FCS	MT
3317	Mk 3 Missile with Mk 80 FCS	MT
3318	Mk 1, 2, and 3 Missile Logistic Technician	MT
<i>Inertial Navigation Subsystem Technician</i>		
3322	Mk II/Mod 0	ET
3323	Mk III/Mod 0/1	ET
3324	Mk II/Mod 2	ET
3325	Mk II/Mod 4	ET
<i>NavDAC Technician</i>		
3331	Mk 2/Mod 3; Mk 2/Mod 1 SDC	ET
3332	Mk 2/Mod 2; Mk 3/Mod 0 SDC	ET
3333	Mk 2/Mod 4; Mk 2/Mod 1 SDC	ET
3334	Mk 2/Mod 4; Mk 3/Mod 1 SDC	ET
<i>Navigation Aids Technician</i>		
3338	BRN-3/WPN-2	ET
3339	BRN-3/WPN-3	ET
<i>Launcher and Ordnance Subsystem Technician</i>		
3342	Mk 15 Launcher	TM
3343	Mk 17/Mod 0 Launcher	TM
3344	Mk 17-2 Launcher	TM
3345	Mk 21-0 Launcher	TM
3346	Mk 21-1 Launcher	TM
• NUCLEAR POWERPLANT OPERATOR		
<i>Submarine</i>		
3351	Welder	MM, EN, EM, IC
3353	Reactor Control	ET, IC
3354	Electrical	IC, EM
3355	Mechanical	MM, EN



NEC	FUNCTION	SOURCE RATINGS
3356	Engineering Laboratory Technician	MM, EN
<i>Shore-Based</i>		
3371	Nuclear Powerplant, Shore-Based, Pressurized	CE, EO, CM, SW, UT, HM
<i>Surface Ship</i>		
3383	Reactor Control	ET, IC
3384	Electrical	IC, EM
3385	Mechanical	MM, BT, EN
3386	Engineering Laboratory Technician	MM, BT, EN
● MACHINIST'S MATE		
MM-4272	Outside Machinist, Ship Repair	MM
MM-4282	Gas-Generating Mechanic	MM
MM-4294	Refrigeration and Air-Conditioning Mechanic	MM, EN
● ENGINEMAN		
EN-4316	Fairbanks-Morse, 38A6 3/4-Diesel Engine Technician	EN
EN-4318	Diesel Engineer, Packard High-Speed Non-magnetic Engine	EN
EN-4353	Ground-Controlled-Approach Power Equipment Mechanic	EN
EN-4354	Gas-Turbine Engineer	EN
EN-4356	SSN/SSBN Auxiliary Equipment Technician	EN, MM
● BOILERMAN		
BT-4514	Automatic-Combustion Control Operator	BT, BR
BT-4515	Pressure-Fired Boiler Operator	BT
BT-4516	Welder, Boilers	BT
BT-4517	1200 PSI Steam-Generating Plant Operator	BT
● ELECTRICIAN'S MATE		
EM-4613	Motion Picture Projection Equipment Repairman	EM, IC
<i>Automatic Degaussing Equipment Electrician</i>		
EM-4666	Minesweepers	EM
● INTERIOR COMMUNICATIONS ELECTRICIAN		
IC-4712	Automatic Telephone Repairman	IC
IC-4722	Gyro Repairman	IC, EM
IC-4723	Gyrocompass Tender Repairman	IC
<i>Gyrocompass Operator/Technician</i>		
IC-4725	Mk 19	IC
IC-4726	Mk 23	IC
IC-4727	Mk 24	IC
IC-4731	Auxiliary Electrician	IC, EM
IC-4737	Submarine Steering and Diving Control Technician	IC
IC-4745	Optical Landing System Technician	IC
IC-4746	Closed-Circuit TV Technician	IC
● SHIPFITTER		
SF-4915	Radiographer, X-ray	SF, ML, MR, BR
SF-4916	Radiographer, X-ray and Isotope Source	SF, ML, MR, BR
SF-4917	Nondestructive Testing Supervisor	SF, ML, MR, BR
SF-4944	Intermediate Welder	SF, BT
SF-4945	Advanced Welder	SF
SF-4946	Reactor Plant System Welder	SF
● CONSTRUCTION ELECTRICIAN		
CE-5631	Shore-based Powerplant Operator/Maintenance	CE
CE-5642	Central Office Exchange Repairman	CE
● EQUIPMENT OPERATOR		
EO-5707	Rotary and Percussion Water Well Driller	EO
EO-5708	Blaster	EO
● STEELWORKER		
SW-6015	Certified Welder	SW
● UTILITIESMAN		
UT-6117	Petroleum Tank Farm Operator	UT
● AVIATION MACHINIST'S MATE		
AD-6422	Jet Test Cell Operator	ADJ
AD-6432	Helicopter Mechanic	AD
AD-6492	Target Aircraft Mechanic	AD
● AVIATION ANTISUBMARINE WARFARE TECHNICIAN		
AX-6526	Magnetic Airborne Detection Equipment	AX, AT
AX-6527	Airborne Sonar	AX, AT
AX-6528	Sonobuoy	AX, AT

NEC	FUNCTION	SOURCE RATINGS
AX-6529	Jezebel/Julie	AX, AT
● AVIATION ELECTRONICS TECHNICIAN		
AT-6616	ECM System Technician	AT
AT-6617	ATDS System Technician	AT
<i>Aviation Communication and Navigation Equipment Technician</i>		
AT-6634	TACAN Navigation	AT
AT-6665	Drone Electronics Technician	AT
AT-6677	Airborne Radio Operator	AT
● AVIATION ORDNANCEMAN		
AO-6835	Missile Test Technician (Sparrow III)	AO
<i>Aircraft Missile Ordnance Technician</i>		
AO-6868	Sparrow III	AO
AO-6878	Sidewinder	AO
AO-6879	Bullpup	AO
● AIR CONTROLMAN		
AC-6922	Ground-Controlled-Approach Controller	AC, RD
● AVIATION BOATSWAIN'S MATE		
<i>Arresting Gear and Catapult Man</i>		
AB-7013	Steam Catapult	ABE
AB-7014	Hydraulic Catapult	ABE
AB-7015	Arresting Gear	ABE
AB-7022	Aviation Gasoline Handler	ABF
● AVIATION ELECTRICIAN'S MATE		
AE-7122	Jet Test Cell Maintenceman, Electrical	AE
AE-7131	Automatic Flight Reference System Technician	AE
AE-7137	Automatic Flight Control System Technician	AE
● AVIATION STRUCTURAL MECHANIC		
AM-7222	Inert-Gas Arc-Welder	AM
AM-7224	Aircraft Structural Radiographer	AM
● PARACHUTE RIGGER		
PR-7312	Pressure Suits Maintenceman	PR
● AEROGRAPHER'S MATE		
AG-7412	Analyst-Forecaster	AG
AG-7414	Radiosonde Operator	AG
AG-7423	Computer Operator/Programer	AG

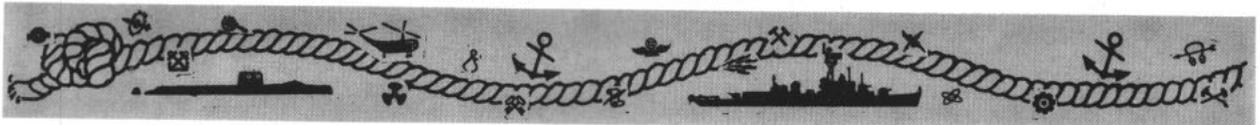
NEC Conversions

NECs in the left-hand column below have been canceled; men holding them have been changed to the NEC designator on the right:

NEC Canceled	Converts to NEC
TM-0734	TM-0743
GM-0989	GM-0988
ET-1511	FT-1169
ET-1542	ET-1541
3462, 3463, 3464	3469
DC-5023	9523
TD-7515	TD-7513
PH-8145, PH-8146, PH-8147	PH-8149
HM-8444	HM-8485
9304	8394
9503	DS-1653
9931	GM-0931
3511	FT-1151

In the table below, NECs on the left have been canceled, and men holding them are recorded on an individual basis.

NEC Canceled	Possible Recoding To	For Men in
SO-0405	SO-0406	STG, ST
TM-0735	TM-0737	TM
EM-4611	EM-4666	EM
AX-6525	AX-6526, AX-6527	AX
	AX-6528, AX-6529	
AT-6636	AT-6634	AT
AB-7042	8289	Any
TD-7523	Applicable 8300 series	TD



NEC	FUNCTION	SOURCE RATINGS	NEC	FUNCTION	SOURCE RATINGS
● TRADESMAN			8371	F-6 System	ADJ, AT, AO, AQ, AE, AM, TD
TD-7513	Combat Information Synthetic Training Devices (non-digital) Technician	TD	8376	UH-2 System	ADJ, AT, AE, AM, TD
TD-7514	Combat Information Electronic Synthetic Training Devices (digital) Technician	TD	8377	SH-3 System	ADJ, AT, AX, AO, AE, AM, TD
TD-7543	Instrument Flight and Aerial Navigation Training Devices Technician	TD	8378	SH-34 System	ADR, AT, AX, AO, AE, AM, TD
TD-7553	Submarine Training Devices (non-digital) Technician	TD	8381	S-2D System	ADR, AT, AX, AO, AE, AM, TD
TD-7555	Submarine Training Devices (digital) Technician	TD	8394	Dash Technician	ETN, EN, ADJ, ATN
● AVIATION FIRE CONTROL TECHNICIAN			● HOSPITAL CORPSMAN		
AQ-7916	Missile Test Equipment Maintenance Technician (Sparrow III)	AQ, AT	HM-8403	Submarine Medicine Technician	HM
<i>Intercept Systems Technician</i>			HM-8404	Medical Field Service Technician	HM
AQ-7928	ACS Aero 19 Series	AQ	HM-8405	Advanced General Service	HM
<i>Bombing Systems Technician</i>			HM-8406	Aviation Medicine Technician	HM
AQ-7946	Bomb Director Set AN/ASB-1	AQ	HM-8407	Nuclear Medicine Technician	HM
AQ-7947	Bomb Director Set AN/ASB-7	AQ	HM-8408	Cardiopulmonary Technician	HM
AQ-7948	Bomb Director Set AN/ASB-12	AQ	HM-8409	Aviation Physiology Technician	HM
● PHOTOGRAPHER'S MATE			HM-8412	Clinical Laboratory Assistant	HM
PH-8126	Photographic Quality Controlman	PH	HM-8413	Tissue Culture Technician	HM
PH-8136	Underwater Photographer, Scuba Diver	PH	HM-8414	Clinical Chemistry Technician	HM
PH-8143	Motion Picture Cameraman	PH	HM-8416	Radioisotopes Technician	HM
PH-8144	Motion Picture Director	PH	HM-8417	Clinical Laboratory Technician	HM
PH-8148	Documentary/News Still Photographer	PH, JO	HM-8418	Tissue Bank Technician	HM
PH-8149	Motion Picture Sound Transmission and Recording Engineer	PH	HM-8432	Preventive Medicine Technician	HM
PH-8192	Photographic Equipment Repairman	PH	HM-8442	Medical Administrative Technician	HM
PH-8195	Camera Control System Maintenance	PH, AT	HM-8452	X-ray Technician	HM
● AIRCRAFT SYSTEMS MAINTENANCE PERSONNEL			HM-8453	Electrocardiograph and Basal Metabolism Technician	HM
8303	C-121 System	ADR, AT, AO, AE, AM, AX, TD	HM-8454	Electroencephalography Technician	HM
8309	A-5 System	ADJ, AT, AO, AQ, AE, AM, PH, TD	HM-8462	Optician (general) Technician	HM
8318	C-130 System	ADJ, AT, AE, AM, TD	HM-8463	Optician (laboratory) Technician	HM
8319	P-3 System	ADJ, AT, AX, AO, AE, AM, PH, TD	HM-8472	Medical Photography Technician	HM
8324	F-4 System	ADJ, AT, AO, AQ, AE, AM, TD	HM-8482	Pharmacy Technician	HM
8331	A-6 System	ADJ, AT, AO, AQ, AE, AM, PH, TD	HM-8483	Operating Room Technician	HM
8337	E-2 System	ADJ, AT, AE, AM, TD	HM-8484	Eye, Ear, Nose, and Throat Technician	HM
8339	E-1 System	ADR, AT, AE, AM, TD	HM-8485	Neuropsychiatry Technician	HM
8344	F-8 System	ADJ, AT, AO, AQ, AE, AM, TD, PH	HM-8486	Urological Technician	HM
8351	A-4 System	ADJ, AT, AO, AQ, AE, AM, TD	HM-8487	Occupational Therapy Technician	HM
8357	A-3 System	ADJ, AT, AO, AQ, AE, AM, TD, PH	HM-8488	Orthopedic Appliance Technician	HM
8364	F-3 System	ADJ, AT, AO, AQ, AE, AM, TD	HM-8489	Orthopedic Cast Room Technician	HM
			HM-8492	Special Operations Technician	HM
			HM-8493	Medical Deep Sea Diving Technician	HM
			HM-8494	Physical Therapy Technician	HM
			HM-8495	Dermatology Technician	HM
			HM-8496	Embaling Technician	HM
			HM-8497	Medical Illustrating Technician	HM
			HM-8498	Medical Repair Mechanic	HM
			● DENTAL TECHNICIAN		
			DT-8703	General, Advanced	DT
			DT-8707	Field Service	DT
			DT-8713	Clinical Laboratory	DT
			DT-8714	Research	DT
			DT-8722	Administrative	DT
			DT-8732	Repair	DT
			DT-8752	Prosthetic	DT
			DT-8753	Prosthetic, Advanced	DT
			DT-8765	Maxillofacial Prosthetic	DT
			● STEWARD		
			SD-9011	Flag Officers' Mess	SD
			SD-9013	Closed Mess Manager	SD
			SD-9014	Chef	SD



THE BULLETIN BOARD

And Here's Your Chance To Enter Space Program If You Meet the Deadline

You might be qualified for one of the new projected openings in the space program. The National Aeronautics and Space Administration (NASA) is looking for scientist-astronauts for the nation's future manned space flight missions.

You need not be a pilot to be eligible, but you must be able to pass the aviation flight physical examination. There are four other basic requirements that must be fulfilled. You must:

- Be a U. S. citizen.
- Have been born on or after 1 Aug 1930.
- Be not taller than six feet.
- Have a bachelor's degree, and a doctorate in the natural sciences, medicine or engineering. However, you may apply even if you do not fulfill the doctorate requirement, providing you possess what you consider the equivalent in experience.

If you meet the above requirements and want to apply for the space program, you must submit a letter of application to the Chief of Naval Personnel (Pers Blbc), via your commanding officer, by 15 Dec 1964. The following documents must accompany your application:

- A completed copy of Standard Form 57, Federal Employment Application Form (available at any U.S. post office or Civil Service employment Office - BuPers will provide form if it is not otherwise available).
- A completed original and two copies of Standard Form 88, Certificate of Medical Examination.
- Two completed copies of Standard Form 89, Report of Medical History.

Also, the following documents must be sent directly from the institutions indicated to reach the Bureau of Naval Personnel (Pers Blbc) not later than 15 Dec 1964:

- Transcripts of academic records from all institutions of higher education attended and
- Scores in the Graduate Record Examinations administered by the Educational Testing Service, Princeton, N.J. If you have not taken the

Graduate Record Examination, you should so indicate on your application to BuPers. The Bureau will provide necessary application forms and instructions for fulfillment of this requirement.

- Finally, if you are going to apply for the space program, you must notify BuPers by message of your intentions, indicating whether or not you have completed the Graduate Record Examination, and if Standard Form 57 is available.

- The selection board considering applications for the scientist-astronaut program will convene during the period of 16-18 December. Personnel qualified for application are encouraged to notify BuPers of their intentions as soon as possible. Exception to the 15 December deadline is possible in extreme cases.

Bainbridge Scholarship Given By Officers' Wives Club

Recipients of the 1964-65 Bainbridge Officers' Wives Club scholarship have been named at the Naval Training Center, Bainbridge, Md. The \$300 scholarship is awarded to dependents of active duty, retired or deceased officers or enlisted men of the Regular Navy or Marine Corps.

This year the award was divided between two dependents. Bonita Ann Harding, daughter of a retired master chief and John Hamilton Mika, son of a retired Marine officer.

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



"... and with one majestic sweep, our hero is transformed from Seaman Barnfettle into Rodney Barnfettle, boy admiral!"

E-8/E-9 Detailing Desk Will Aim to Put Right Man in The Right Job

There's a new desk in the enlisted detailing section of BuPers. From it, as of 1 Sep 1964, all assignments of the Navy's 11,000 E-8 and E-9 chief petty officers are made.

Because senior and master chiefs will hereafter be assigned only to established E-8 and E-9 billets, the Bureau has decided that coordination of these assignments on a Navy-wide basis can be accomplished best from one central position, where all pertinent information is at hand.

Some chiefs have already been served by the E-8/E-9 detailers (the present rate averages 25 a day), but, as with any new system, total implementation is not possible overnight. There is a nominal phasing-in period.

All E-8s and E-9s who received transfer orders before the establishment of the new detailing section—whether the orders came from the Bureau or a cognizant EPDO—can expect to execute these orders, providing this can be done by the end of the year. If they cannot, your commanding officer will be corresponding with the Chief of Naval Personnel (Pers B-2121) to determine if the Bureau intends to confirm or cancel your orders. However, it will not be necessary for him to confirm those orders issued by the Bureau after 1 September—only those issued before that date.

If you are not yet under orders, you have a job to do right now.

You must submit a new preference card if you want to receive the fullest possible consideration as to your choice of duty when rotation rolls around. Your assignment is now handled in a manner very similar to officer assignment. Each E-8/E-9 assigned by BuPers will be ordered by name to a specific billet within the authorized allowance of the receiving command.

Pending receipt of the new E-8/E-9 Duty History and Preference Card, all senior and master chiefs are to submit an Officer History Card (NavPers 765 Rev) and an Officer Preference and Personal

Information Card (NavPers 2774 Rev) to the Chief of Naval Personnel (Pers B-2121) as soon as possible. Because some information items on these forms are applicable only to officers, only the following blocks on each card should be completed:

- NavPers 765: Blocks 1, 2, 3 (insert NEC), 4, 6, 7, 16-26 and 31-35.

- NavPers 2774: Blocks 13-16, 18, 20-27, 28 (NEC) and 30.

A note about duty preference: The two top enlisted pay grades will as a rule, fill administrative roles, as might be expected. A commanding officer determines how many (if any) E-8/E-9 billets are required in his command structure and, if the allowance request is approved, the billet or billets are established. As a general rule, you can anticipate that only larger complexes are going to have slots for senior and master chiefs. (Example: There are no billets at Reserve training centers or NROTC campuses; a scattered few in MAAGS and Missions; and generally one at each main recruiting station—none at sub-stations.)

An E-8 or E-9 billet is interchangeable, but neither pay grade will ever be ordered to anything other than an E-8 or E-9 billet under the new system (however, it's possible that a lower pay grade may fill an E-8 or E-9 billet as an interim measure).

For this reason, the detailers may sometimes find it impossible to honor your preferences, although they try to come as close as they can. Your best bet is to give the detailers

enough latitude in your selections so they can come as close as possible to honoring one of your preferences. (Example: Newport, Great Lakes or Washington; Norfolk, Charleston or Key West; or San Diego, Los Angeles or San Francisco.)

If you're an E-7, upon notification of being selected for E-8 you should immediately submit a history and preference card to Pers B-2121. And for everyone, these cards may be resubmitted whenever your preferences or personal information data change.

BuPers Notice 1306 of 11 Sep 1964 gives details on this subject.

DIRECTIVES IN BRIEF

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

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

Alnavs

No. 34—Urged all qualified naval personnel to exercise their right to vote.

No. 35—Announced selections of captain and commander, staff corps, for fiscal year 1965.

No. 36—Announced the 10th anniversary of *uss Nautilus*' (SSN 571) commissioning.

No. 37—Announced the promotion to lieutenant commander of women line officers for fiscal year 1965.

No. 38—Expressed appreciation of the generous response to the John F. Kennedy memorial library fund drive.

No. 39—Announced selections for temporary promotion to major, U.S. Marine Corps.

No. 40—Announced the death of former President Herbert Hoover, and directed that a month of mourning be observed.

No. 41—Announced details of the burial of former President Herbert Hoover.

No. 42—Announced selections for promotion to captain, U.S. Marine Corps.

No. 43—Announced selections for

promotion to commander (line), USN, for fiscal year 1965.

Instructions

No. 1120.12J—Outlines the eligibility requirements and processing procedures whereby certain officers may apply for appointment as permanently commissioned officers in the Regular Navy.

No. 1300.26D—Describes current overseas tour lengths, Navy policies on personnel rotation, and policies concerning overseas movement of dependents of naval personnel serving in overseas commands and activities.

No. 1510.103—Specifies eligibility requirements for first enlistment personnel desiring to attend Sonar Technician Class "C" classes.

No. 1610.9C—Directs that training programs incorporate policies and procedures for training in the Code of Conduct.

No. 1750.5C—Discussed the application for, and issuance of, the Uniformed Services Identification and Privilege Card, DD Form 1173.

Notices

No. 1430 (2 October)—Announced the names of those eligible for advancement in rating to chief petty officer, acting appointment, in two increments; the first, effective 16 November, the second, 16 January.

No. 1120 (8 October)—Announced the selection of personnel recommended for appointment in the grade of ensign, Medical Service Corps, USN, by the Naval Examining Board.

No. 1531 (8 October)—Announced the list of active duty personnel provisionally selected for entrance to the U.S. Naval Preparatory School as

All-Navy Cartoon Contest
James R. Branum, CT1, USN.



"Gentlemen, I need (heh, heh) (chuckle) three volunteers."

All-Navy Cartoon Contest
Frederic W. Donour, Jr., PC3, USN



"By the way, Farnsworth, your replacement's here."

candidates for appointment to the Naval Academy.

No. 1920 (9 October)—Provides additional information concerning the retention, release, reversion and retirement of Reserve and temporary officers in the grade of commander and lieutenant commander.

No. 1900 (12 October)—Authorized the early separation of enlisted personnel who become eligible for separation during the Christmas-New Year holidays.

No. 1120 (13 October)—Clarifies the provisions of BuPers Inst. 1120.18J regarding participation in the E-7 examination of POIs who are applicants for warrant officer.

No. 1520 (20 October)—Announced the selection of officers for postgraduate and undergraduate educational programs.

No. 1418 (22 October)—Announced the schedule of Navy-wide examinations to be held in February for enlisted personnel.

No. 1700 (23 October)—Announced details of the 10th All-Navy Cartoon Contest.

No. 1430 (30 October)—Authorized the advancement of personnel who have been selected to be advanced in rating to Senior and Master Chief Petty officer.

No. 1020 (4 November)—Announced the requirement for Navy enlisted men E-6 and below to have in their possession one pair of gymnasium shoes, and also corrected certain errors in Change No. 3 to U.S. Navy Uniform Regulations.

Command Action Required To Assure Promotion for Some 1962-63 LTJGs

All commands are again advised of an administrative procedure that must be followed to make certain otherwise ineligible lieutenants (junior grade) eligible for promotion to lieutenant.

All LTJGs of the Regular Navy with dates of rank between 2 Jul 1962 and 1 Jul 1963 were originally promoted to that grade under 10 U.S. Code 5787, a temporary emergency authority, and as such are not eligible for consideration for further promotion. So they must be reappointed under another authority. No change in the date of rank now held by these officers will occur as a result of receiving a superseding

temporary appointment—this is merely an administrative procedure.

The following officers are affected:

- All permanent officers of the Regular Navy serving under temporary appointments in the grade of lieutenant (junior grade) who have dates of rank within the period stated above, and

- All temporary officers of the Regular Navy serving in the grade of lieutenant (junior grade) having dates of rank within that period.

Commanding officers are directed by SecNav Notice 1412 of 29 Aug 1964 to deliver superseding tempo-

rary appointments to officers affected by this situation, utilizing the format enclosed in the notice.

Correspondence Courses

In correspondence course news this month:

Radarma 3 & 2, NavPers 91269-1 supersedes NavPers 91267-1C and NavPers 91269. This course is classified confidential, Modified Handling Authorized.

Petroleum Logistics, NavPers 109-04-1 has been discontinued. The cut-off date for present enrollees is 23 Aug 1965.

TOP SEA DOGS . . .

More 'E' Award Winners

Top dogs in the Battle Efficiency "E" competition have been flying their meatball pennants for some time now, but the announcements are still coming in. Here are the latest additions to the roster of "E's". For others, see the October 1964 issue of *ALL HANDS*, page 20.

Fighter Squadron 143—AirPac
USS *Henrico* (APA 45)—PhibPac
USS *Providence* (CLG 6)—CruDesPac
USS *Enterprise* (CVAN 65)—AirLant
USS *Persistent* (MSO 491)—MinPac
USS *Bushnell* (AS 15)—SubLant
USS *Kittiwake* (ARS 13)—SubLant
USS *Grouper* (AGSS 214)—SubLant
USS *Tigrone* (AGSS 419)—SubLant
USS *Darter* (SS 576)—SubLant
USS *Chivo* (SS 341)—SubLant
USS *Sea Leopard* (SS 483)—SubLant
USS *Sea Lion* (APSS 315)—SubLant
USS *Sirago* (SS 485)—SubLant
USS *Irex* (SS 482)—SubLant
USS *Sea Robin* (SS 407)—SubLant
USS *Entemedor* (SS 340)—SubLant
USS *Skipjack* (SSN 585)—SubLant
USS *Chopper* (SS 342)—SubLant

USS *Mackerel* (SST 1)—SubLant
USS *Patrick Henry* (SSBN 599)—SubLant
USS *Ethan Allen* (SSBN 608)—SubLant
Mobile Construction Battalion Nine—Pac-Flt
Mobile Construction Battalion Seven—Lant-Flt

While the Battle Efficiency "E" competition receives plenty of attention, outstanding units also may win recognition in other ways.

Among the Seabees, for instance, the Peltier Award is a big thing, with competition between the E winners of both fleets. This year it was awarded to Mobile Construction Battalion Seven. MCB 7 won the award once before.

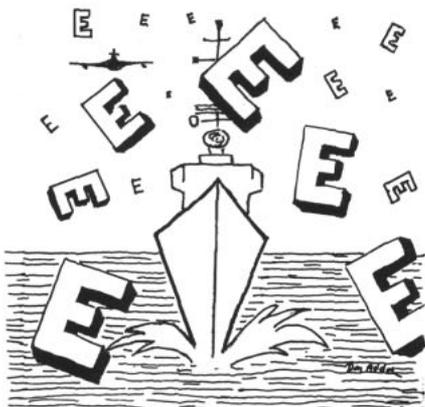
At Quonset Point, R. I., crew number six of Helicopter Antisubmarine Squadron Five has won the Dipper award. The Dipper is given twice a year to the top crew of the 72 on the installation.

And in the aviation training command, TraRon Three has won the Admiral's Cup Efficiency Award.

USS *Zitadoro* (AGC 11) has proved to be the ichi-bon ship in the "Home Sweet Home" category. As top PhibPac ship in annual inspection, reenlistments, advancements, conduct and community projects, she's received the PhibPac Personnel Excellence Award. Winnings consist of an engraved silver trophy plus \$500 for her welfare and recreation fund.

USS *Vogelgesang* (DD 862) has been picked as the best Atlantic Fleet sub-killer. The Navy League, sponsor of the competition, has presented her crew with a silver bowl.

Despite old jokes about weathermen, most forecasters are pretty good. Officially, the best is the Naval Air Facility, Naples meteorological crew. The NAF Naples group consists of one officer and 13 enlisted men.



Puerto Rico Is a Choice Location for Duty, Navymen Report

THIS IS YOUR chance for assignment to duty on a tropical isle, one that is also a tourist attraction. It's Puerto Rico, which combines the features of an overseas assignment at a location not far from CONUS. Roosevelt Roads, Ramey and San Juan are three locations which an increasing number of Navy families now call home.

Although the Spanish customs have been modified, the island is still culturally more Spanish than North American. The food, housing, music, literature, family organization, social relationships and celebrations are predominantly Spanish. However, this makes for a more interesting environment for most Navymen. Although the chaperon may not be too popular, the siesta hour during the midday will be. Both are still in evidence.

Because of the influence of its early Spanish conquerors, Puerto Rico is a Spanish speaking island. However, English is taught in all schools. The majority of the educated persons speak, read and write both English and Spanish. You would do well either to learn some Spanish before coming to Puerto Rico or should plan to take up the study of this language upon arrival, both as a goodwill gesture and as a means of further enjoying your stay.

The island enjoys a fine tropical marine climate. On the coastal plains, the daily and annual ranges of temperature are small. Temperatures range from 75 to 85 degrees during the winter months and from 80 to 90 in summer. Throughout the year, easterly trade winds blow during the day, which help to reduce the humidity. Rainfall is abundant and generally of the showery type. There is an average of only five days a year without sunshine, although there is also on average of 210 days a year with some rain. Daytime showers are almost always followed by sunshine.

Housing—You must obtain prior approval from the Commandant Tenth Naval District in order to bring dependents into the area. This entry approval is based on immunization and the availability of housing. When entry approval is requested, you must indicate the command to which ordered.

You should advise your new com-

mand as far in advance as possible of your estimated date of arrival and mode of transportation when firm, to enable local transportation arrangements for sponsor and dependents.

Religion—The island is predominantly Roman Catholic. Protestant, Catholic and Latter Day Saints services are conducted weekly at station chapels. English language services in some denominations are held at churches in San Juan. There is a Jewish congregation in San Juan which welcomes servicemen. In addition, the rabbi visits Ramey twice a month.

Domestic Help—Servants are readily available. Untrained maids are usually paid about \$2.50 a day. Because of the tremendous increase in hotel construction in Puerto Rico, good servants other than cleaning women are hard to find, and turnover is extremely high. Part-time and full-time maids, cleaning women and laundresses are available. It is customary to provide breakfast and lunch for them.

San Juan

You may be assigned housing either on station public quarters or the San Patricio housing development which is located five miles south of the station. Quarters on station are limited to officers and CPOs, but the housing units at San Patricio are considered quite ade-

quate. Transportation to and from San Patricio is provided by Navy bus. For Fleet units whose home port is San Juan, quarters are provided in the San Patricio housing development.

All quarters are furnished with stoves, refrigerators, beds and mattresses, and other furniture sufficient to satisfy needs. You should bring along as hold baggage a sufficient supply of pots, pans, dishes, silverware, linen, and clothing to set up housekeeping. Household kits containing the basic needs are available but, owing to limited number, arrangements should be made by you or someone in your behalf before you arrive.

Other furnishings such as curtains and drapes, clothes, washers, dryers, fans, tables and occasional tables and floor and table lamps, may be brought with your household effects shipment, or may be bought at the Navy Exchange or at local stores.

There are many establishments selling good furniture in the larger towns but, except for mahogany and bamboo articles, prices are higher than at home. If any of your own furniture is taken, it should be a type suitable for use in the tropics and not susceptible to termites and corrosion.

Renting of private housing is considered extremely expensive and is not recommended. Currently there is a slight waiting period for on-station housing.

Hotels—In San Juan several first-class hotels are available. Daily rates start at \$10.00. These hotels generally cater to tourists and during the winter months you may find that accommodations are either not available or are extremely expensive. Reservations in advance can always be made by mail.

Education—The school on the San Juan Naval Station offers standard curriculum for kindergarten through grade six for dependents living in the naval station area.

Kindergarten through junior and senior high school curriculum is provided for Navy dependents at Fort Buchanan. Kindergarten and grades one through six students living in San Patricio are expected to attend school at Fort Buchanan. Bus transportation is provided. All grades except kindergarten are on a full day

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



"Better luck next time, Harrison—maybe you can work your way up to eighth or ninth on the list."

basis. Bring transcripts of previous school grades or report cards.

There is a nursery school on the San Juan Naval Station, at a cost of \$10.00 per month per pupil. The University of Puerto Rico offers good college courses primarily conducted in Spanish with textbooks in English. Florida State University extension courses are available for servicemen and their dependents who wish to use their spare time to study.

Ramey AFB

Government quarters are completely furnished with automatic washers, living room sets, dining room sets, stoves, refrigerators and bedroom sets. The very minimum items of household effects should be brought into the area since the Air Force will not unfurnish these quarters to make room for occupants' household effects. Storage facilities are not available for household effects.

Lawn and garden equipment is not available for care of lawns and hedges which is the responsibility of each occupant. Dependents' assistance has a limited supply of necessary kitchen utensils for issue to new arrivals pending receipt of their household effects. Bring electric fans.

Forfeiture of quarters allowance is required to occupy these quarters. Off-base housing is scarce.

Ramey has an excellent school system for grades one through 12. The extracurricular program takes full advantage of the fine recreation area provided by each school. It is important to obtain transcripts of credits for schooling already completed, as well as available information regarding the children's particular aptitudes and educational levels. If transcripts are not available, you should bring report cards. Florida State University extension courses are available.

Roosevelt Roads

There are usually, but not always, sufficient numbers of officer and enlisted quarters available. At times a short wait may be necessary. Forfeiture of quarters allowance is required to occupy these government quarters. Off-base housing is scarce.

All station government housing is fully furnished with furniture of rattan and mahogany construction. An electric stove, electric water heater

All-Navy Cartoon Contest Samuel C. Richardson, PHAN, USN



"Attention on deck!"

and a combination refrigerator-freezer are included. A freezer or additional refrigerator is often useful. Washing machines and electric dryers are desirable.

Three TV stations can be received (very few English programs). This activity now operates its own TV station.

Each family provides its own linen, cooking utensils, silverware and china. Crates, boxes, trunks and other packing containers should be limited to disposable types as much as possible since storage space is limited to household furniture.

There is a station school which is a branch of the Antilles Consolidated School with grades from kindergarten through 12 providing standard curriculum. All grades are on a full day basis, 0830 through 1430. Buses carry school children from bus stops near their homes to and from the school. Ample playground is available.

Pets—General information on the shipment of pets will be forwarded when you apply for travel. No taxes are imposed at time of entry nor are licenses required. Veterinary services and kennel accommodations are available to a limited degree.

Passports—Passports are not required.

Clothing—Summertime clothes are in order the whole year—cotton, rayon, nylon washables. During the winter months, in the evenings, a light sweater may be desirable. It is suggested that no heavy fall or winter clothing be brought, especially clothing requiring special storage such as furs. A light raincoat, preferably plastic, will be useful as will

the summer uniform raincoat. Informal dress is in order at most times. At dances, ladies usually are in evening or afternoon dresses. There are some occasions where formal attire (white uniform or summer tuxedo) is required.

Civilian clothes are permitted when off duty. On duty, tropical khaki long, or short, is the customary uniform for officers and CPOs. The uniform for enlisted personnel below CPO is undress whites B, or tropical whites long, or short. Uniforms for inspection or change of command ceremony vary from full dress white to service dress khaki for officers and CPOs. The uniform for enlisted personnel below CPO is service dress white.

Blues are never required, but should be brought along in anticipation of stateside emergency leave. The Navy Exchange has basic items of clothing, underwear and outerwear for sale; selection is limited.

Clothing of excellent quality is available in a number of good local stores. Considerable difficulty will be encountered in obtaining certain unusual sizes of footwear. Odd sizes in clothing will usually not be available. This difficulty is more often encountered with women's and children's apparel. Ladies can find some excellent dressmakers, although it may take some looking. Cloth by the yard is unusually reasonable, although care must be taken to insure that the material is not "second."

Prices on clothes are not appreciably different from stateside. Shopping by mail order will be found to be quite satisfactory. Service is excellent in all respects. Your favorite mail order house will be just as dependable in Puerto Rico as in the States and will often meet needs that cannot be satisfied in local stores.

Laundry and dry cleaning service is provided on the naval station at moderate cost. There are also a number of commercial establishments offering such service.

Food—Commissaries carry an adequate line of almost all foods. Shortages occur in certain items from time to time when there is a long period between supply ship arrivals, but stocks are generally adequate. Pasteurized fresh milk is delivered by local dairies at a moderate price. Local fruits and vegetables are plentiful in season and are reasonable in price. There are many well stocked

supermarkets in the San Juan area.

Banking—Dependable banking concerns, including branches of large international banks, are located in San Juan. Reliable, locally-owned banks are operated in most communities. U. S. currency is used. Continental banking can be easily utilized. Airmail from and to Puerto Rico is excellent and compares with coast-to-coast service in the U. S.

Recreation—Many opportunities exist for recreation and amusement. Such sports as baseball, tennis, swimming, basketball, golf, fishing, bowling and others are year-round activities. There are movies on the station every night. Dances, formal and informal, are arranged at the EM, CPO and officers' clubs at frequent intervals. Camera enthusiasts will find good subjects for color slides and movies. There are outdoor swimming pools on the San Juan Naval Station at both the EM and officers' clubs. There is salt water bathing at the Army and Navy beach in San Juan and at other spots along the coast.

Fishing, both deep sea and fresh water, is excellent. Numerous mountain lakes and streams have an abundance of bass and catfish. In the San Juan area, at Fort Buchanan and Fort Brooke are two nine-hole golf courses; at Ramey Field and at Roosevelt Roads (80 and 50 miles distant, respectively) are two more courses. Golf clubs can be checked out for 24 hours at a time through Special Services and at all service golf courses.

Ramey and Roosevelt Roads have stables where riding horses can be hired or purchased. Trips to other islands at very reasonable commercial air rates are available.

Automobiles—An automobile is very handy and in some areas practically a necessity. Bring a small car if available. It is advisable to have a new car, or a car in good condition undercoated; the weather and climate cause the body of an automobile to deteriorate rapidly. Have repairs such as front end alignment, wheel balancing, headlight adjustment, radiator flushing, generator brushes renewal, muffler and tail pipe renewal, completed before shipping.

Major repairs are very expensive and the quality of workmanship is questionable. If you have a car that will last for your tour of duty in the area with only minor repairs, bring it instead of a new one. Roads are

crowded, and except for a few, rough; the speed limit is low, so you do not need a high-powered automobile. Public insurance (liability) is required to operate a car on the Naval Station. Insurance rates are approximately double stateside rates.

Your stateside driver's license is valid in Puerto Rico for three months after arrival. Dependents must obtain Puerto Rico drivers' licenses. A non-resident decal will be issued for your car allowing you to use your continental plates. This decal is good for your entire stay in Puerto Rico.

No taxes are imposed on cars shipped at government expense. Owing to transportation charges and the insular tax, cars purchased on the island are expensive. If you buy a used car on the island, you must pay the insular tax.

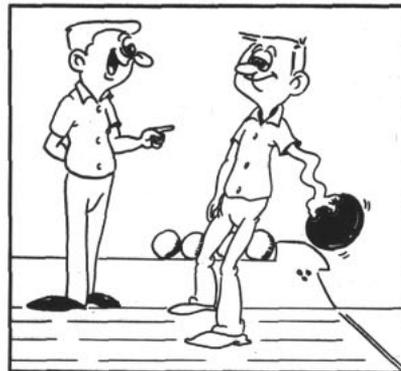
Medical Care—The station dispensary at Naval Station San Juan offers limited outpatient care including prenatal care for naval dependents. Those requiring inpatient treatment are hospitalized at the Rodriguez U. S. Army Hospital at Fort Brooke, San Juan. This hospital has all normal facilities for medical and surgical services.

A hospital has been opened at Naval Station Roosevelt Roads, and provides outpatient and inpatient care for dependents, including maternity care. Dental care is provided to dependents on a facilities available basis.

The hospital at Ramey Air Force Base offers complete dental, medical and surgical care for all Naval Facility personnel and dependents.

That's duty in Puerto Rico. Have a good tour.

All-Navy Cartoon Contest
Alfred B. Castro, SK2, USN



"How do you manage that magnificent hook, Elmer?"

List of New 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).

Lists of new movies are reported as they become available.

The Horror Of It All (2726): Suspense Comedy; Pat Boone, Erica Rogers.

The Kidnappers (2727): Suspense Drama; Burgess Meredith, William Phipps.

Unearthly Stranger (2728): Science Fiction; John Neville, Gabriella Licudi.

North West Mounted Police (2729); Gary Cooper, Madeleine Carroll (Re-issue).

The Thin Red Line (2730) (C): Melodrama; Keir Dullea, Jack Ward.

Conquest Cochise (2731): Action Drama; John Hodiak, Robert Stack (Re-issue).

Where There's Life (2732): Bob Hope, Signe Hasso (Re-issue).

Cleopatra (2733): Henry Wilcoxon, Claudette Colbert (Re-issue).

Stage to Thunder Rock (2734) (C) (WS): Western; Barry Sullivan, Marilyn Maxwell.

The Killers (2735): Melodrama; Lee Marvin, Angie Dickinson.

Young and Willing (2736): Drama; Virginia Maskell, Paul Rogers.

The McConnell Story (2737): Alan Ladd, June Allyson (Re-issue).

Zulu (2738) (C) (WS): Drama; Stanley Baker, Jack Hawkins.

The Long Ships (2739) (C) (WS): Melodrama; Richard Widmark, Sidney Poitier.

Julie The Redhead (2740): Comedy; Daniel Gelin, Pascale Petit.

The Star Maker (2741): Musical; Bing Crosby, Louise Campbell (Re-issue).

Robinson Crusoe On Mars (2742) (C) (WS): Science Fiction; Paul Mantee, Victor Lundin.

Marnie (2743): Drama; Tippi Hedren, Sean Connery.

The Miami Story (2744): Barry Sullivan, Luther Adler (Re-issue).

Illegal (2745): Edward G. Robinson, Nina Foch (Re-issue).

Questions on Overseas Duty Answered for You and Your Family

Heading for a tour of overseas duty? Here are the latest changes on dependents' travel, shipment of household gear and overseas tour lengths.

Before you become engrossed in travel preparations, find out first if you can have your dependents travel with you. *Joint Travel Regulations* (paragraph 7000) spells out who is authorized and who is not.

By Navy definition an "authorized" dependent is one entitled by law to travel overseas at government expense upon the permanent change of station of his or her sponsor (that's you), and authorized by the appropriate military commander to be present in a dependent status for the purpose of logistical support within his command.

In general, your dependents are entitled to overseas transportation at government expense from your old station to your new command, unless:

- You are in pay grade E-4 with less than four years' service, or in pay grade E-3, E-2, or E-1
- A dependent concerned is a member of the uniformed service on active duty on the date your change of station orders become effective.
- Dependency does not exist on the effective date of your change of station orders.
- Dependents concerned receive some other type of travel allowance from the government in their own right.
- If dependent parents, they do

not reside in your household (unless approved by competent authority).

The fine print of *Joint Travel Regulations* contains a number of other clauses that could disqualify dependents from transportation at government expense, but these points do not arise too often.

The general policy on the overseas movement of Navy dependents and household effects is contained in BuPers Inst. 1300.26D, which also lists the lengths of tours in various overseas areas and indicates areas in which dependents are not allowed.

Even though your dependents may be authorized for transportation overseas, a number of other considerations must be met before they will actually be allowed to travel. The first, of course, is whether or not your dependents are allowed in the area to which you are ordered. If they are, you can start making plans. If they aren't, better plan on a period of separation from your family. (Normally the standard tour in areas not open to dependents ranges from 12 to 18 months. Most such tours are for 12 months.)

If this is your case, you'll be entitled to Family Separation Allowance. For further details on this, check the Rights and Benefits issue of *ALL HANDS* (December 1963) and SecNav Inst. 7220.46.

If dependents are to accompany a Navyman, before being presented with standard orders directing his transfer, he will be interviewed by a representative of his commanding officer to determine his and his dependents' fitness for residence in the overseas area concerned. (Does the area have suitable medical facilities to handle any special needs of the dependents? Are the servicemen and his dependents worthy representatives of the U. S.?) If for some reason or other, the interview produces evidence that it might not be wise to transfer a particular individual to the overseas area indicated on the initial orders, his CO will bring the matter to the attention of the Chief of Naval Personnel (via the appropriate Enlisted Personnel Distribution Office for EMs.)

The Chief of Naval Personnel will weigh the facts and notify the CO to handle the problem in one of the following ways: Send the man without his dependents on a "short tour"

basis; (or) send him and his dependents, whether or not physically qualified; (or) cancel the orders.

Here's another standard transportation ruling that could block dependents' travel: Their transportation to overseas station will not be authorized unless you have sufficient obligated service to complete the standard tour for that area. If you're going to a ship or some mobile-type unit which is homeported overseas, your dependents will not be authorized travel to the home port unless you have at least one year of obligated service and can reasonably be expected to serve for one year after your dependents arrive.

In no event are your dependents moved overseas at government expense if your tour would be less than one year after they arrive.

The one-year minimum also applies to situations involving changes of home ports or bases between U. S. and overseas. In other words, your dependents would not be authorized transportation to your overseas home port if it is expected that your ship will change home ports within one year after your dependents arrive.

Before you leave your present duty station you will choose whether you want to serve your overseas tour with your dependents or not. If you choose to serve without your dependents, you also can request a 12-month tour.

To get this short tour you must

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



"Basically, it's a good report, and I have only a few small criticisms . . ."

All-Navy Cartoon Contest
Samuel C. Richardson, PHAN, USN



"When Jones put in for an exchange of duty, I never thought . . ."

submit a request before you depart your present station or within 30 days after you report to your new command. Your request will be weighed against the needs of the service and, if approved, your tour completion date will be set for 12 months or longer.

To be qualified to receive the Family Separation Allowance, your orders must contain a statement that says, in effect, dependents' travel to your overseas duty station is not authorized at government expense.

You still are privileged to change your mind once you arrive at your new command. Even if you already are serving the 12-month tour and you want the longer "with dependents" tour, you may submit a request to the Chief of Naval Personnel. It will be approved only if it is in the best interests of the service, you have the obligated service and you are otherwise qualified.

Tour minimums apply whether your dependents accompany you overseas or join you there later. If you do report without your dependents, and their movement is authorized later, your CO will, upon their arrival, request that your tour completion date be adjusted so it falls within the "with dependents" category, computed from the date you departed the U. S.

If insufficient obligated service blocks your dependents' transportation, you can remedy this by reenlisting, executing an agreement to extend your enlistment, or by agreeing to remain on active duty. Here's a tip: If you agree to extend your enlistment for the primary purpose of acquiring sufficient obligated service to complete an overseas tour, it may be conditional—to become effective *only* if the entry of your dependents into the area is approved. You should make sure that this is entered in your service record. *BuPers Manual*, Article C-1407(3), shows how it's done.

If you have completed more than 17 years' service, before you are ordered overseas you must agree to remain on active duty for a period sufficient to complete the prescribed tour for the area concerned. If you desire transfer to the Fleet Reserve or Retired List while overseas, your request will be approved for the date that your "with dependents" tour is completed. (There are exceptions, such as bona fide hardship cases.)

If your dependents are "unauthorized"—that is, not eligible for transportation at government expense—you are advised not to bring them to your overseas station commercially. If you do, you'll have to pay for their return to the U. S. when your tour is completed. However, "unauthorized" dependents are furnished medical service, as provided by law, and are permitted to use Exchange and commissary facilities where available for authorized dependents.

You can have your dependents recognized as command-sponsored or authorized when they arrive overseas in a tourist status. First you must be qualified (be of eligible pay grade and have sufficient obligated

service to complete an accompanied tour). Next you must apply for it. It's then up to your CO.

Information pamphlets on living conditions overseas have been compiled by the Navy for most locations. A copy of the pamphlet which applies to your area is usually forwarded to you with your orders. They may also be obtained from the Bureau of Naval Personnel (Pers G 221), Washington, D.C.

The pamphlets spell out such things as entry approval requirements, types of quarters available, and approximate waiting period for government housing.

You'll find the pamphlet titled "It's Your Move" helpful for additional information concerning your transfer overseas. This is published by the Bureau of Supplies and Accounts, and may be obtained from your Household Goods Shipping Office.

When you receive orders to overseas duty, you are encouraged to communicate with your new command well in advance of transfer date. If you let your prospective CO know about your housing requirements, approximate date of arrival, and ask questions about the things that confuse you, your transfer will go smoothly and you'll have a good idea of what furnishings you should ship and what you should place in storage.

Below is a roundup of standard overseas tour lengths. A request for an extension may be granted by the Chief of Naval Personnel for a maximum of one year. Such an extension *may* be granted if it is considered to be in the best interests of the Navy, but the total overseas tour, as extended, will not normally exceed 48 months. As might be expected, extensions are contingent upon the area and the number of individuals on Seavey waiting for the duty.

Time creditable to your overseas tour begins the month you depart the U. S. (except for Alaska and Hawaii) and ends when you return upon permanent change of station. Locations indicated by an asterisk are areas in which dependents are permitted only when government quarters are available. Tour lengths for attache personnel are found in the table immediately following this one. Any changes will be listed periodically in ALL HANDS Magazine.

NOW HERE'S THIS

Wave Off and Wave On

The term "wave-off" means one thing to pilots today, but it had a different meaning for one destroyerman during WW II. Seaman John Urtchok received, consecutively, a wave-off and a wave-on, and he wasn't in a plane.

Having finished evening chow, Urtchok was making his way aft to the crew's quarters during foul weather. Suddenly a mountainous wave hit the vessel and swept him overboard. The waves were like three-story buildings, he later recalled.

A second destroyer, with her searchlight trained on the seaman, closed in, hoping to throw him a line. As the stern slid by, Urtchok was lifted by a wave, slammed on the fantail of the destroyer and grabbed by a seaman who had been aiding in the rescue efforts.

When it was all over—40 minutes after it began—Urtchok had pioneered an at-sea transfer process that did not require use of a highline.



Country or Area	Tours in Months		Country or Area	Tours in Months	
	Accompanied by Dependents	All Others		Accompanied by Dependents	All Others
Alaska			Crete	24	18
Aleutian Peninsula and Islands West of 162nd Meridian including Adak, Attu and Dutch Harbor; Point Barrow	18	12	Soudha Bay	N/A	12
Anchorage Area including Elmendorf AFB and Fort Richardson	36	24	Other locations	N/A	12
Bethel, Kodiak Island, Nome	24	12	Greenland	24	12
Big Delta Area including Fort Greely, Kenai-Whittier Area including Wildwood station, Juneau	24	18	Guam	24	18
Fairbanks Area, including Eielson AFB, Ladd AFB and Fort Wainwright	30	18	Guatemala	36	24
Fire Island. Clear, Murphy Dome	N/A	12	Haiti	36	24
Antarctic Region	N/A	Indef.	Hawaii	36	24
Argentina	36	24	Honduras	24	18
Aruba	24	18	Hong Kong	36	24
Ascension Island	N/A	12	Iceland	24	12
Australia (except as indicated)	36	24	India	24	12
Alice Springs	24	18	Indonesia	24	14
Austria	36	24	Iran (except Teheran)	24	12
Azores	24	18	Teheran	30	18
Bahamas			Iraq	24	18
Grand Bahama Island, San Salvador, Turks and Caicos	N/A	12	Italy (except as indicated)	36	24
Eleuthera	24	18	San Vito, Brindisi, Sigonella	24	18
Bahrein Island	15	12	Mt. Venda, Mt. Corna	N/A	15
Belgium	36	24	Naz Sciaves, Zello, Mt. Calverina, Mt. Pizzoz, Mt. Grappa, Mt. Torara	N/A	12
Bermuda	36	24	Cima Gallina, Mt. Paganella, Mt. Cimone	24	12
Bolivia	24	18	Ivory Coast	N/A	12
Brazil (except as indicated)	36	24	Iwo Jima	36	24
Fortaleza	N/A	18	Japan (except as indicated)	24	15
Recife, Salvadore, Santa Cruz	24	18	Wakkanai	24	15
Burma (except as indicated)	24	12	Kobe, Akashi, Osaka	24	13
Rangoon	24	14	Akizuki-Kure, Kokura Moji	24	13
Cambodia	24	12	Fuji Maneuver Area	N/A	13
Canada			Isolated Areas	N/A	12
Labrador (except as indicated)	24	12	Johnston Island	N/A	12
Goose AFB	24	15	Korea	24	13
Metropolitan Areas	36	24	Kwajalein	18	12
Newfoundland			Laos	24	12
Argentina	24	18	Liberia	24	12
St. Johns	36	24	Libya (except as indicated)	24	12
Stephenville	30	18	Tripoli	36	18
Other areas	24	12	El Uotia, Misurata	N/A	12
Chichi Jima	18	12	Mahe Island, Seychelles	24	13
Chile	36	24	Mali	24	12
Christmas Island	N/A	12	Malta	24	12
Colombia	36	24	Mexico	36	24
Congo (Leopoldville)	24	12	Midway Island	18	12
Corsica	N/A	18	Morocco		
Costa Rica	24	18	Ben Guerir Area	24	12
Cuba			Casablanca Area including Nouasseur	36	24
Guantanamo	N/A	12	Marrakech Area	30	18
Cyprus	24	18	Port Lyautey Area	24	12
Dahomey	24	12	Sidi Slimane	24	12
Denmark	36	24	Netherlands	36	24
Dominican Republic	36	24	New Zealand	36	24
Ecuador	24	18	Nicaragua	36	18
Egypt	36	24	Niger	24	12
El Salvador	36	24	Norway	36	24
Eniwetok	N/A	12	Pakistan (except as indicated)	24	18
Ethiopia-Eritrea (except as indicated)	24	18	Lahore	N/A	15
Asmara	30	18	Peshawar	24	15
Massawa, Harrar	N/A	12	Palestine (UN Truce Supervisory Organization)	24	12
France	36	24	Panama (including Canal Zone)	36	24
Germany	36	24	Paraguay	24	18
Greece			Peru	36	24
Athens and vicinity	30	18	Philippine Islands (except as indicated)	24	18
			Mindanao, Balanga Area (Bataan), Laoag, Lubang	N/A	12
			Wallace Air Station	N/A	15
			Portugal	36	24
			Puerto Rico	36	24
			Ryukyus Islands	30	18

Country or Area	Tours in Months		Country or Area	Tours in Months	
	Accompanied by Dependents	All Others		Accompanied by Dependents	All Others
Saipan	24	18	Adana, Sile, Golcuk and Karamousel	24	18
Saudi Arabia	18	12	Trabzon, Samsum	N/A	15
Senegal	24	12	Other Areas	N/A	12
Spain (except as indicated)	36	24	United Kingdom (except as indicated)	36	24
El-Ferrol, Cartagena, Sonseca	24	18	Londonderry (Ireland); Edzell, Holy Loch,		
Villatobas, Constantina, Inoges, Rosas,			Thurso (Scotland)	24	18
Alcoy, Elizondo	30	18			
Balearic Islands, Gorramedi	N/A	15	Upper Volta	24	12
Santiago, Adamuz, Ciudad Real	N/A	18	Uruguay	36	24
Surinam	24	18	Venezuela	36	24
Taiwan (except as indicated)	24	15	Vietnam	24	12
Isolated locations	N/A	12	Virgin Islands	36	24
Thailand (except Bangkok)	24	12	Wake Island	18	12
Bangkok	24	18	West Indies		
Trinidad and Tobago	24	18	Antigua, Barbados, Anguilla	24	18
Turkey			St. Lucia	N/A	12
Ankara, Istanbul and Izmir	30	18	Yugoslavia	24	18

Society of Sponsors Offers Prep School Scholarships

The Society of Sponsors of the United States Navy will award several scholarships to young men who wish to study at preparatory schools to prepare themselves for the United States Naval Academy. Generally speaking, the awards will cover all the students' school expenses.

Applications received from the sons of deceased, retired and active duty Navy and Marine Corps personnel will receive first consideration.

Second preference will be given to the sons of personnel of the other military services, after which applications from the sons of civilians will be considered.

Applicants must be acceptable to the Scholarship Committee of the Society of Sponsors as to character, aptitude for the naval service, scholastic standing and physical fitness.

The financial situation of the applicant's parents or of the applicant himself, if he is an orphan, must be such as to warrant the expenditure of the Society's funds.

Application blanks may be obtained by writing to Mrs. Roy S. Benson, Quarters O, Navy Yard, Washington 25, D. C. There is no established deadline for receipt of the applications.

Report on Unitas V

Eleven warships of three nations (Uruguay, Argentina and the U. S.) went to sea from Montevideo, Uruguay, to begin the third phase of Operation Unitas V. This consisted of joint antisubmarine warfare exercises designed to train the navies

of these countries to work together in the defense of the western hemisphere.

Six of the 11 ships were Argentine: the aircraft carrier ARA (Armada

Attention, Attache Personnel

Here's a list of overseas tour lengths for Naval Attache personnel.

24 Months

Afghanistan	Laos
Bolivia	Lebanon
Burma	Liberia
Cambodia	Malaya
Ceylon	Nicaragua
Czechoslovakia	Pakistan
Ecuador	Poland
Ethiopia	Rumania
Hungary	Saudi Arabia
India	Singapore
Indonesia	Taiwan
Iran	Thailand
Israel	U. S. S. R.
Jordan	Vietnam
Korea	Yugoslavia

36 Months

Argentina	Hong Kong
Australia	Italy
Austria	Japan
Belgium	Mexico
Brazil	Morocco
Canada	Netherlands
Chile	New Zealand
Colombia	Norway
Costa Rica	Paraguay
Cuba	Peru
Denmark	Philippines
Dominican Republic	Portugal
Eire	Spain
El Salvador	Sweden
Finland	Switzerland
France	Turkey
Germany	Union of South Africa
Greece	United Arab Republic
Guatemala	United Kingdom
Haiti	Uruguay
Honduras	Venezuela

Republica Argentina) *Independencia*; the destroyers *Brown* (D 20), *Espora* (D 21) and *Rosales* (D 22); the submarine *Santiago del Estero* (S 11); and the oiler *Punta Medanos* (B 18). Uruguayan ships included the two destroyers *Uruguay* (DE 1) and *Artigas* (DE 2); the U. S. ships in *Unitas V* are the frigate *uss Norfolk* (DL 1), the escort ship *John Willis* (DE 1027) and the submarine *Odax* (SS 484).

During the five-day Montevideo visit, the *Unitas V* band was flown by the Uruguayan Air Force to the northern towns of Rivera and Artigas. There they played concerts for more than 15,000 people.

In Artigas, the band was met by the President of the state legislature and delegations of students who escorted them from the airport to the city stadium in a motorcade. The audience in the stadium was the largest in the city's history according to the President.

Following the regular performance in the towns, the band led a parade to the International Plaza on the Brazilian-Uruguayan border where more than 1000 persons of both countries joined them in the impromptu performance.

Meanwhile in Montevideo, hundreds of children from the city's orphanages were given special parties aboard the ships. A group of 30 volunteers from the U. S. vessels spent their time ashore repainting and repairing a local school.

About 150 miles to the south, in Mar Del Plaza, Argentina, some 5000 guests toured *uss Odax* (SS 484). *Odaxmen* played Argentine military men in a softball game.

FROM BLUE-EYED SCALLOPS to World War II—that's the range of variety in this month's selection of books to be found in many ship and station libraries. The books were selected by BuPers' busy Library Services Branch.

To the youngsters in their early twenties World War II seems almost as far back in time as, say, the Spanish-American War. Quaint maybe, but not really real. To those of us old timers who were around then, it has special qualities of poignancy.

These emotions and others too, will undoubtedly be aroused by General of the Army Douglas MacArthur's *Reminiscences*. Although he covers his entire career from his West Point days to Korea, the bulk of his thoughts are concerned with World War II, the occupation of Japan, and his conflict with President Truman over policies concerning the fighting in Korea. Appointed Supreme Commander of the Allied Forces in the Southwest Pacific, General MacArthur was the driving force behind the campaign to push the Japanese from their strongholds at Bataan, Corregidor and New Guinea. His viewpoint of these campaigns will be of considerable interest to those Navy men who did the pushing at considerably lower levels of command, as will be the General's comments concerning such Navy greats as Nimitz and Halsey.

If World War II appears to be in the distant past, what can we say of World War I? It's not necessary to say much because countless authors have, within the past year or so, said just about everything needed. *Dardanelles Patrol*, by Peter Shankland and Anthony Hunter is one of the better efforts. This is the story of the British submarine *E II* and what happened when it finally managed to penetrate the Dardanelles Straits to the Sea of Marmara. Seems that, although its skipper was of the genius type, he persisted in being jinxed. As a for-instance, when he finally got going good he managed to score against five large steamers, two smaller ones, and a gunboat. All very well, but in doing so he had managed to entangle himself with a cable and was pulling a mine along with him, bobbing about 10 yards from the conning tower. Couldn't surface because of daylight and enemy gun

emplacements. Enough to set a chap's teeth on edge at times.

A more current struggle—although possibly less widely understood—is the collective latter-day tumult in the East, including the wars in Southeast Asia. Our greatest barrier to comprehending the situations in this area is our lack of acquaintance with Asian politics, which are derived from historical and socioeconomic conditions very different from our own. *New York Times* correspondent Robert Trumbull, a 17-year veteran of Far Eastern beats, helps break down this barrier with his experienced, understanding interpretation of these political enigmas in *The Scrutable East*. While discussing the peculiarly Asian characteristics and attitudes that mold politics in the different countries, Trumbull analyzes situations in Indonesia, Malaysia, Burma, the Philippines, Thailand, Cambodia and Vietnam. He demonstrates the problems faced by the U.S. and how we are meeting these problems while facing Communist China on the other end of the political see-saw.

Moving from politics to science and biology, three of this month's selections can help us broaden our knowledge of the underseas world. *Ocean Sciences*, written by 18 eminent men in selected fields and edited by CAPT E. John Long, USNR (Ret), delves into such subjects as military, marine and polar oceanography, marine biology and geology, and charts and maps of the seas—with a look at the history and future of oceanography. This illustrated book was planned to fill the needs of students, naval officers and an interested public who are attempting to broaden their understanding of the oceanic properties and the sciences related to the study of oceanography. It fills a noticeable gap between popular literature and technical writing.

Two years ago Euell Gibbons' popular book *Stalking the Wild Asparagus* described how to forage for food in the woods and fields of America. Now, in *Stalking the Blue-Eyed Scallop*, Gibbons turns his talents to the seashore and tidal waters, to tell all about the marvelous food available for the taking if you know how to go about it and what to look

for. He explores the coasts from Maine to Florida, Alaska to lower California and along the Gulf of Mexico. Crabs, clams, mussels are here, as are countless exotic but readily available species of seafood—beach plants that can be used for salads and desserts, edible seaweed for aspics and relishes, for instance—and the many inshore fish that can be caught from wharves, piers and docks. Throughout the book Gibbons has made a special point of emphasizing seafood that can be cleaned and cooked right then and there if desired, with a minimum of fuss. With a copy of this book in one hand and a hook in the other, the beachcomber may never need to visit his local grocer.

If you prefer looking at fish rather than eating them, Craig Phillips' new book *The Captive Sea* tells you how to plan, build, stock and run a major aquarium. This is a delightful combination of science and personal adventure, told enthusiastically and with a light touch by a professional marine biologist and former curator of the Miami Seaquarium. It includes interesting behind the scenes descriptions of the special talents and temperaments it takes to collect and display a large variety of sea creatures. Also, there are many anecdotes about the habits, idiosyncrasies and reactions of a host of aquatic and land creatures. A useful last chapter reviews the major aquaria in the United States and the most important ones elsewhere.

For fiction, *The Kingdom of Illusion* by Edward R. F. Sheehan is a tragi-comedy about the state of diplomatic affairs in the Middle East during the late 1950s. In concocting this absorbing and entertaining hodge-podge of political intrigues and governmental ups and downs, Sheehan has thrown in everything from a brilliant Bedouin prime minister, whose fondest fantasy is to address the House of Lords, to a rock and roll Zen-oriented lute player.

Corridors of Power, by British writer C. P. Snow, is a theme about Britain's position in the thermonuclear arms race. It examines the reflexes of decision-making and dramatically tells, in personal terms, what men of action do and what they are like. How much can one man do, and how much of our lives is settled for us in the corridors of government office buildings? These are matters of great concern to author Snow.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ GRENFELL, ELTON W., Vice Admiral, USN, for service during the period August 1960 to September 1964 as Commander Submarine Force, Atlantic Fleet, and advisor for *Polaris* operations to the Commander in Chief Atlantic. As a result of his sound judgment and superior planning ability, Atlantic Fleet submarines conducted operations of inestimable value to the U. S. in the Atlantic, Arctic and Indian Oceans and in the Mediterranean Sea. His dynamic leadership resulted in the development of highly trained crews to man *Polaris* submarines which were maintained at an unprecedented degree of readiness, thus making an extremely important contribution to the nuclear deterrent posture of the United States.

★ STROOP, PAUL D., Vice Admiral, USN, as first chief of the Bureau of Naval Weapons during the period 9 Sep 1959 to Oct 1962. VADM (then RADM) Stroop welded the Bureau of Ordnance and the Bureau of Aeronautics into a smoothly-functioning Bureau of Naval Weapons. He effectively solved some of the most complex management problems, causing the merger of the two bureaus to be completed seven months ahead of schedule. Operational support was not impaired at any time during this period. VADM Stroop's appreciation of both human and technical problems involved was a major factor in the smoothness with which the consolidation was effected. His management of the Bureau resulted in great strides being taken to reduce the lead time between the expression of an operational requirement and delivery to the combat forces of fully developed and effective weapons systems. His dedication to reducing the cost of weapons systems acquisitions has been directly reflected in the Department of Defense cost reductions.

★ SYLVESTER, JOHN, Vice Admiral, USN, as Deputy Chief of Naval Operations (Logistics) from August 1960 to August 1964. VADM Sylvester was a principal force in providing improved naval logistical support to the Fleet and the shore establishment. Under his direction the conception and development of the

Maintenance Management System provided increased readiness and efficiency in the use of material resources. His efforts in obtaining the required legislative and other action necessary to provide funds were instrumental in assuring the best possible Fleet support under present budgetary limitations. Planning, development, management, and use of the Navy's real property have been greatly improved due to VADM Sylvester's efforts in the Shore Facilities Planning System.

Gold Star in lieu of Second Award

• AUSTIN, Bernard L., VADM, USN, for service as President, U.S. Naval War College, Newport, R.I., from July 1960 to July 1964. An inspiring leader and educator, VADM Austin drew upon his great wealth of wisdom and experience in a dedicated effort to enrich the postgraduate education of students at the Naval War College in the field of maritime strategy and its relationship to overall national and allied objectives and strategy. Among his numerous achievements during this period were his pursuance of an optimum use of the Navy Electronic Warfare Simulator; substantial contributions to the cause of international understanding and cooperation; contacts with senior foreign officers attending the Naval Command Course; and his acute awareness of the importance of interservice cooperation and understanding by promoting these ends at every opportunity.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ CAMPBELL, ROBERT L., Rear Admiral, USN, for service from January 1962 to October 1964 as Deputy Chief of Staff, Headquarters U. S. European Command. During this period, RADM Campbell exercised great professional skill and administrative ability in planning, organizing and coordinating many of the diverse activities of the U. S. European Command. Under his guidance, the joint staff achieved unity of effort and effective coordination in the conduct of various studies of major importance to the command. Through his improvement of the command inspection program for MAAGs/Missions, and his cordial relationship with high military and civilian officials of the host

countries, he contributed immeasurably to the success of the Military Assistance Program in those countries

★ COATES, Leonidas D., Jr., RADM, USN, for services during the period June 1961 to June 1964 as Chief of Naval Research. During this period of dynamic evolution of naval ships, aircraft, associated equipment and technology, RADM Coates has made major contributions to the scientific and engineering achievements of the Office of Naval Research. Exercising outstanding professional skill and resourcefulness, he has insured the maximum scientific and technological advancement of the Navy, and has been responsible for a high order of enthusiasm and morale among personnel in the offices and laboratories under his cognizance. In addition he has insured the most effective utilization of limited resources of men and money.

★ FRANKEL, Samuel B., RADM, USN, for service as Chief of Staff of the Defense Intelligence Agency from 30 Sep 1961 to 30 Jun 1964. As one of three general/flag officers selected by the Secretary of Defense to activate and establish a new, integrated intelligence agency, RADM Frankel was responsible for coordinating the planning, organization and operation of the agency from its initial inception to its present status as the principal intelligence instrument of the Department of Defense. Exercising brilliant leadership, outstanding professional competence, and a vast knowledge of intelligence and its national functions, he was eminently successful in carrying out his extremely sensitive and important assignment as Chief of Staff. Through his distinguished service and accomplishments during this period, RADM Frankel contributed immeasurably to the successful establishment and operation of the Defense Intelligence Agency.

★ MOMSEN, Charles B., Jr., CAPT, USN, for service during the period August 1958 to June 1964 while serving at the Office of Naval Research, Washington, D.C. As Director, Undersea Programs, Naval Applications Group, CAPT Momen initiated and sponsored research on projects which have resulted in major contributions to the Navy's operational capabilities, scientific advancement, and national prestige. Through his initiative, resourcefulness, perseverance, and imagination, he has brought to fruition radically new concepts which contribute directly to the Navy's solutions to over-coming antisubmarine problems. His

clear visualization of the utility of these concepts has resulted in advancing our research capabilities and in expanded efforts by the material bureaus that will improve operational capabilities of surface ships and submarines. Exercising sound judgment, keen foresight, and organizing ability, CAPT Momsen was personally responsible for the Navy's Deep Research Vehicle Program which led to the construction of *Alvin*.

★ **POWERS, Robert D., Jr., RADM, USN**, for service from August 1960 to May 1964 as Deputy Judge Advocate General of the U. S. Navy. As a leading national authority in the field of international law, RADM Powers has written outstanding articles and opinions which have become persuasive and authoritative precedents in the field of the law of the sea and its relationship to the preservation of United States seapower and military posture. Widely acclaimed for his realistic and practical assessment of crises which have confronted the United States during the recent stages of the cold war, he played a major role in connection with the Cuban quarantine of 1962 by drafting a proclamation which was ultimately announced to the world by the late President John F. Kennedy and which triggered the quarantine. In addition, he drafted the regulations which the United States put into force to ensure that all ships of all nations not carrying offensive weapons to Cuba would continue to enjoy their lawful freedom to reasonable use of the high seas.

★ **RONNE, FINN, Captain, USNR (Ret.)**, for service as organizer, leader, and pioneer in Antarctic exploration throughout a distinguished career which encompassed six journeys to the Antarctic, the first of which was with the Admiral Byrd expedition of 1933-35. A courageous, resourceful, and determined leader, CAPT Ronne has been directly responsible for a vast accumulation of geographic and scientific knowledge culled from his several expeditions to Antarctica. Particularly significant was the Ronne Antarctic Research Expedition of 1946-48. During this period, in the face of severe financial and material limitations, CAPT Ronne led a small Antarctic expedition which delineated the last unknown coastline in the world; conducted investigations in 11 branches of science; mapped known and previously unknown land totaling 450,000 square miles; discovered islands and mountain ranges in the newly found "Edith Ronne Land;" and identified at least 100 new geographical features.

★ **WILLIAMSON, Francis T., RADM, USN**, for service during the period May 1962 to April 1964 as Chief, Navy Section, Joint United States Military Mission for Aid to Turkey. Exercising a high degree of professional competence, foresight, and diplomacy, RADM Wil-

liamson was instrumental in increasing the combat effectiveness of the Turkish Navy by instituting destroyer and submarine overhauls, and patrol and amphibious craft building in Turkish shipyards; establishing a modern integrated supply system; initiating new training devices and systems; and realizing savings of over seven million dollars through disposal of excess material, realistic fund utilization, and the phasing out of excess advisory effort. In addition, he assisted in the establishment of the Turkish Navy Hydrographic Office.

Gold Star in lieu of Second Award

★ **HAYNSWORTH, Hugh C., Jr., RADM, SC, USN**, for service during the period June 1961 to May 1964 while serving as Commanding Officer of the Naval Supply Centers at Norfolk, Va., and Oakland, Calif. In revitalizing the management engineering programs at both of these naval supply centers, RADM Haynsworth succeeded in decreasing the size of the work force, in spite of an over-all increase in workload, with a resultant annual savings to the government of approximately \$4,500,000. In addition, by installing the latest automated materials handling equipment, he has not only improved responsiveness to fleet requests, but has also generated an additional recurring annual savings of \$900,000. Through his outstanding efforts in the field of Industrial Relations, RADM Haynsworth has instilled in his personnel the loyalty, alertness, and enthusiasm which have been of inestimable value in achieving the desire for each member of his organization to render maximum service to the fleet.

Gold Star in lieu of Fourth Award

● **KEITH, Robert Taylor Scott, RADM, USN**, for service during the period April 1960 through January 1964 as Commander Cruiser-Destroyer Force, U. S. Pacific Fleet; Senior Member of the U. N. Command Military Armistice Commission Korea; and Commander FIRST Fleet. RADM Keith conceived and initiated a major reorganization of CRUDESPAC, the new Cruiser-Destroyer Flotilla concept, which significantly and materially improved combat readiness in tactical deployment and achieved the best balance of capabilities available. While serving as senior member of the U. N. Command Military Armistice Commission in Korea, he was charged with negotiating with representatives of Communist China and North Korea in any matter that was brought before the Commission. During this period, he exercised the utmost ability, tact, and grasp of international affairs in what can best be described as one of the world's most difficult political arenas. In his role as Commander FIRST Fleet, RADM (then Vice Admiral) Keith displayed brilliant leadership and professional competence in maintaining the Fleet at a high level of combat readiness.



"For heroic conduct not involving actual conflict with an enemy . . ."

★ **ADAMS, WILLIAM T., Fireman, USN**, posthumously, for heroism on 4 Mar 1964 while serving on board the service craft YOG 89. Adams and three other men were engaged in a routine safety inspection of carbon dioxide containers. While disconnecting the last container, the releasing mechanism was inadvertently activated and the compartment filled with the carbon dioxide. Adams and two men struggled out of the compartment. Apparently realizing that another man was still there, Adams, although fully aware of the personal dangers involved, returned to the compartment where he succumbed in his attempt to rescue his shipmate.



"For heroic or meritorious achievement or service during military operations . . ."

★ **ASHCROFT, JEROME L., Jr., Commander, USN**, during the period 17 Jun 1963 to 8 Jun 1964 as a member of the U. S. Navy Advisory Group, U. S. Military Assistance Command, Vietnam, and as Senior U. S. Navy Advisor to Commander Coastal Force, Vietnamese Navy. Traveling continuously throughout the Republic of Vietnam, visiting Junk Division Bases to assist Coastal Force personnel in solving logistics, maintenance and operational problems, CDR Ashcroft also worked to improve the health and living conditions of Junkmen and their dependents living at remote bases, many of which were frequently attacked and harassed by the Viet Cong. He was exposed to enemy gunfire on numerous occasions, and won the admiration and respect of Vietnamese naval officers by his courageous conduct under fire. The Combat Distinguishing Device is authorized.

Gold Star in Lieu of Second Award

★ **FULLER, ROBERT P., Captain USNR**, as Deputy Chief, Targets Branch, National Strategic Target List Division, Joint Strategic Target Planning Staff, from 17 Aug 1960 to 6 Jul 1964. During this period, CAPT Fuller contributed valuable assistance in the preparation of SIOP (Standard Integrated Operating Procedures). His efforts in the areas of management, targeting, and coordination of views with respect to SIOP development provided harmonious relationships among the members of the JSTPS. His proficiency in military intelligence and planning is shown by the successful accomplishment of the JSTPS mission.

TAFFRAIL TALK

THEY HAVE THOUSANDS of fans, yet few people who have not heard them perform know they exist. Appearing on the Mediterranean circuit in four countries this summer, their professional abilities have brought them praise in five languages.

They are the more than 100 sailors of *uss Franklin D. Roosevelt* (CVA 42) who use their talents to sing, play musical instruments and improvise onstage as they entertain our neighbors in Europe.

The appearances of these singers, musicians and comedians are made during the attack carrier's regular visits to Spain, Italy, Malta and Greece. Demonstrating that Americans have an appreciation for entertaining as much as for being entertained, this group makes up a large part of *Roosevelt's* people-to-people program during her 15th Mediterranean cruise.

For the most part, *Roosevelt's* talent show is made up of volunteers, who, during a shipboard talent show earlier this year, came up with acts too good to be ignored.

A group called "The Seafarers" are veterans of the show. They have sung their sea chanteys, popular songs and old American favorites in 25 cities, villages and towns from Spain to Turkey, in concert halls and on street corners.

Two bands were aboard *Roosevelt* for part of the cruise. They included a unit of Commander Naval Air Force, Atlantic Fleet, and the band of Commander Cruiser-Destroyer Flotilla 12. Providing concert or dance music, or combo arrangements of jazz and pop tunes, the bands perform well. Occasionally, they are grouped together for a large performance in a public park or square. But more often, combos are taken from each band and perform in clubs, at receptions or at public functions in the ports visited.

Other acts are presented by *Roosevelt* Navymen. A folk-singing trio, "The Wayfarers," provides some upbeat sound for the listeners. A pop-tune trio, "The Mess-Jackets," sing the more current state-side songs and add a few originals which they have written. At sea, The Wayfarers work on *Roosevelt's* flight deck while The Mess-Jackets are stewards in the officers' wardroom.

It's a fine way to meet people. In Barcelona, *Roosevelt* talent appeared in parades and at a circus. In Palma, the same groups had the populace dancing in the streets. At Naples, Capri, Ischia and Malta, the story was the same.

It seems the best performances are usually impromptu—the singers and musicians get together at a sidewalk cafe or on fleet landings during their liberty hours. It isn't long before a large group of attentive people have clustered around.

That's show business—Navy style.

★ ★ ★

The mess decks of *uss Newport News* (CA 148) have also taken on the atmosphere of a supper club lately. Instead of the usual piped-in music, a five-piece dance combo of the Second Fleet Band provides live jazz and ballads as *Newport News* sailors relax during the mid-day break.

The combo's motive: They're practicing for future engagements which they will have during visits to overseas ports. The group will become accustomed to playing before an audience and provide entertainment for the crew at the same time.

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.

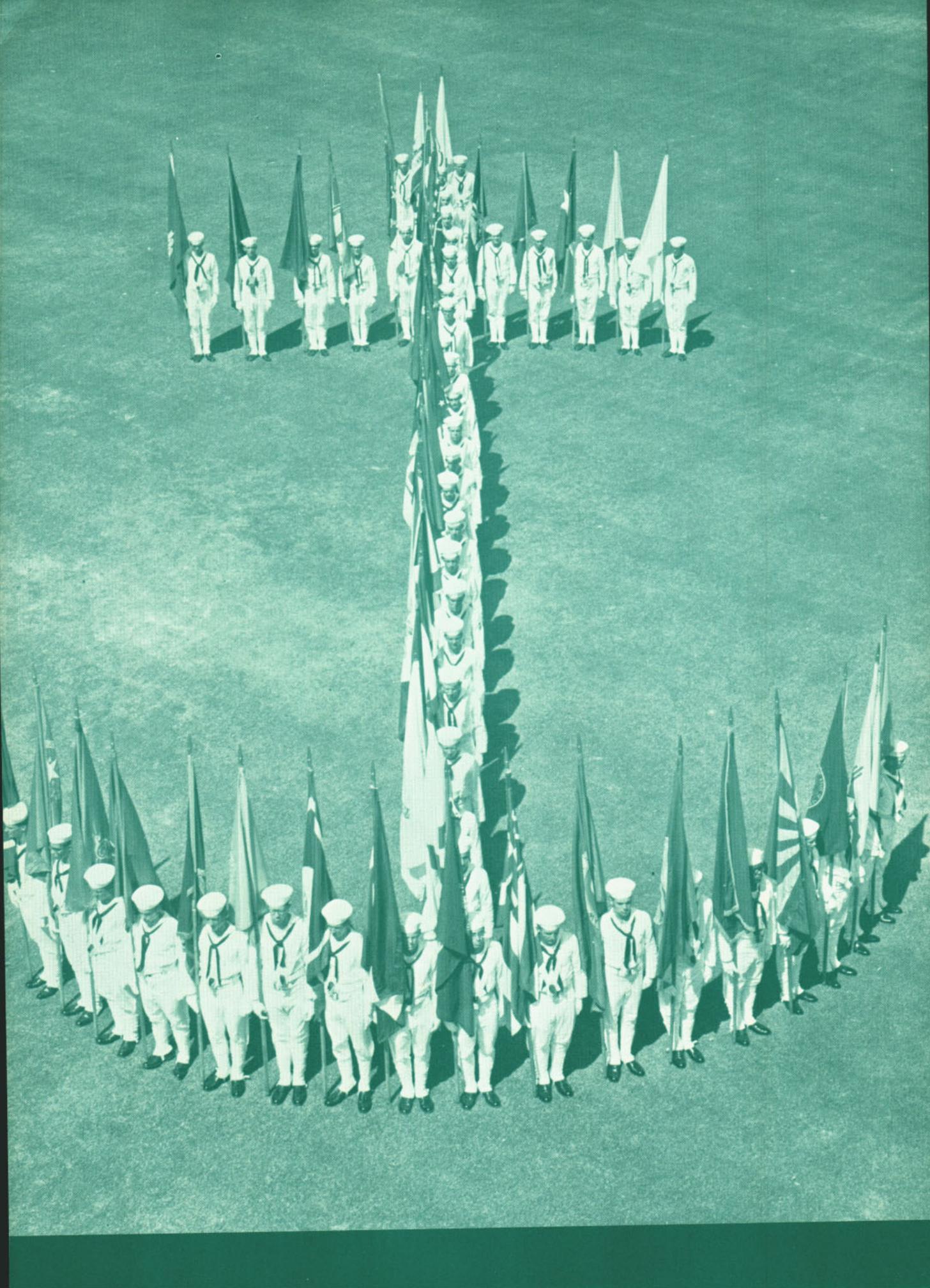
Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

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.

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.

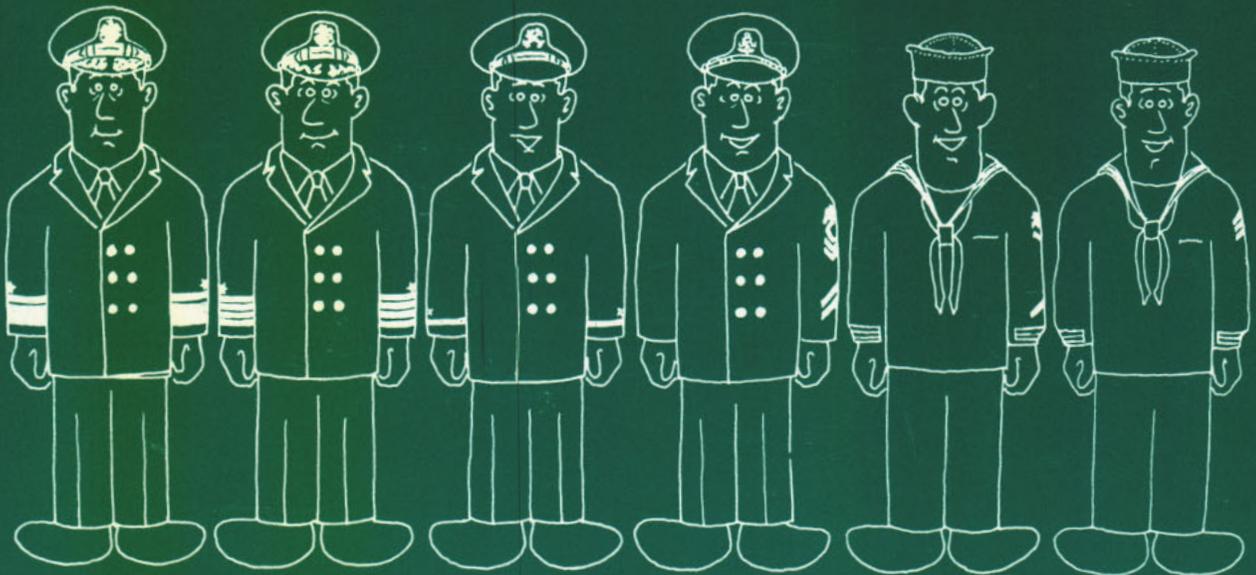
Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● AT RIGHT: ANCHOR MEN—The Fifty-State Flag team from NTC, San Diego, forms the symbolic Navy anchor as the team begins its fifth year as a performing unit. Flags are arranged according to protocol in order of admission to the Union.





**FOR THE FREE WORLD...
NAVY ON DUTY**



ALL THE YEAR ROUND