

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NESEP NAVY FAMILY



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

APRIL 1965





ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1965

Nav-Pers-O

NUMBER 579

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

TABLE OF CONTENTS

Features

NESEP Navymen: College and a Navy Career	2
Learning to Make a Moon Landing	8
Task Force 140 Makes Test Run: Picking Up Gemini	10
Space Test: Round and Round They Go	16
Fact and Fiction—Your Navy Library	18
Duty on an Island of Ice: Arlis II	21
A Brain-Picking Session with the Fleet	28
Vikings Return from Vietnam	31

Background Report

Behind the Headlines: Duty in Vietnam	32
---------------------------------------	----

Departments

Letters to the Editor	22
Today's Navy	38
Sports: SubLant Cagers Win All Navy Title	39
The Word	42

Bulletin Board

What a Traveling Man Needs to Know about Customs Regulations	44
A Top Navy Trio of Hep CITs	47
NMPS: A Reel Gone Outfit	48
Seen Any Good Movies Lately?	49
These Pointers May Help Keep You Out of the Red	51
Rundown on What Guam Has to Offer	54

Special Supplement

Music Makers, USN—The Navy Band	58
---------------------------------	----

Taffrail Talk

	64
--	----

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News

Jerry Wolff, Research

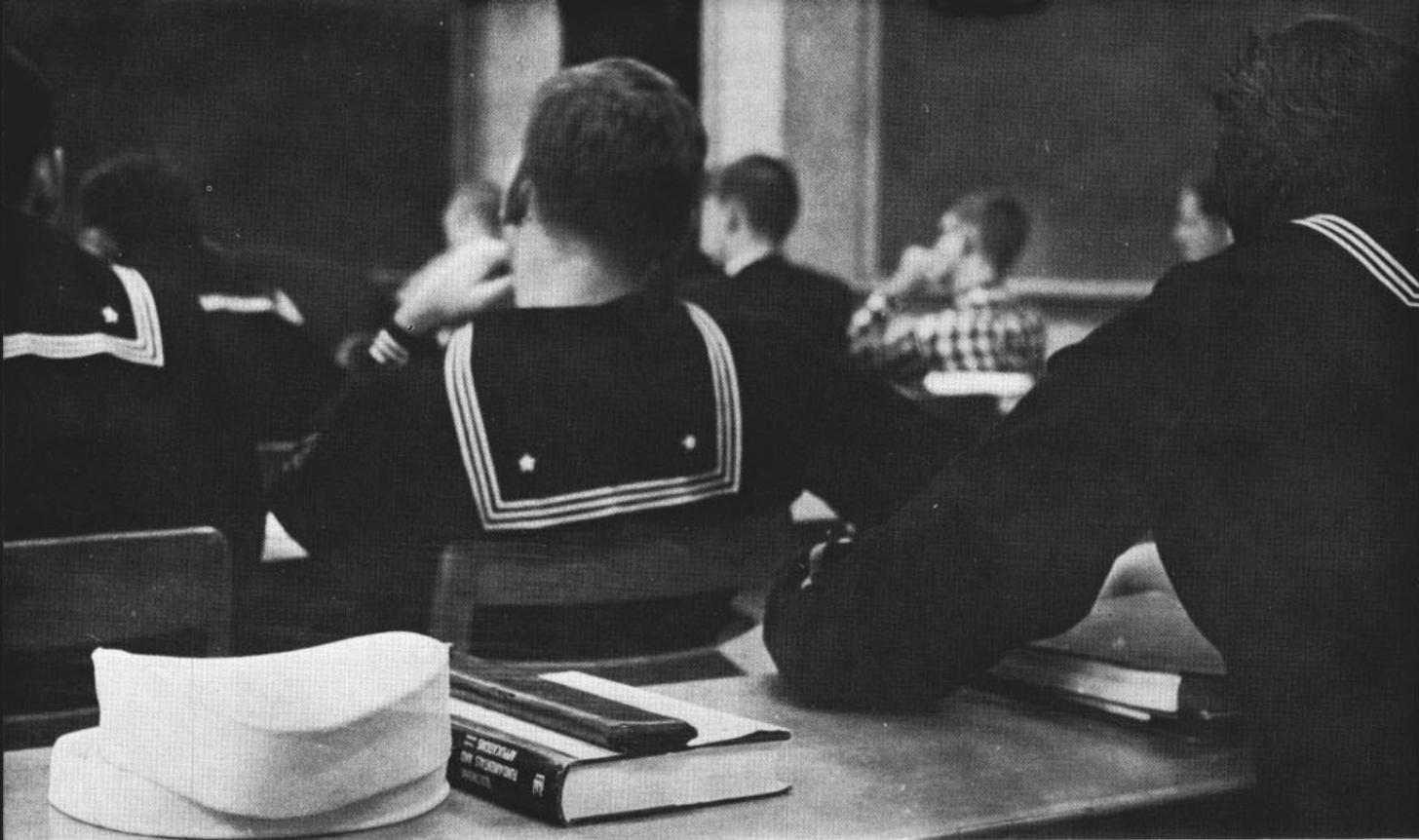
Don Addor, Layout & Art

French Crawford Smith, Reserve

• **FRONT COVER:** GOING PLACES—Data Systems Technician Bob Wise, now DSCA, USN, a student at Auburn University, Auburn, Alabama, under the Navy's NESEP educational program poses for photograph at home with wife and children.

• **AT LEFT:** BRIDGE WORK—Radar seaman J. D. Toney maintains contact plotting board on bridge of USS Ranger (CVA 61) while in waters off Vietnam. Position, course and speed of radar contacts are recorded. Ranger's skipper, Captain A. B. Grimes and Boatswain's Mate of the Watch F. L. Newport can be seen in background.

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



OPPORTUNITY KNOCKS—Participants in Enlisted Scientific Education Program work for degree and Navy commission.

NESEP NAVYMEN

“**O**PPORTUNITY knocks but once,” quoth the sage, but almost any NESEP student will tell you the sage was dead wrong. Opportunity not only knocked twice for them, it battered down the door.

NESEP (for Navy Enlisted Scientific Education Program) is one means by which the Navy acquires trained personnel to cope with its increasingly complicated systems.

In fulfilling this purpose, the Navy also conducts a tremendous salvage program of scientifically inclined minds which might otherwise have been wasted in jobs below their capacity, simply because they lacked training.

Clearly candidates for NESEP have what it takes. They are either

Pennsylvania State University

high school graduates or have completed at least three years of high school and have scored in the seventy-fifth percentile in each area of the GED test. They also have a GCT plus ARI basic battery score of at least 118.

These measurements of minds indicate their owners have the ability to do college work. However, they didn't. Some dropped out before they finished high school. Others could

NESEP student, Electronics Technician First Class P. A. Trump leaves engineering class at University of Kansas.

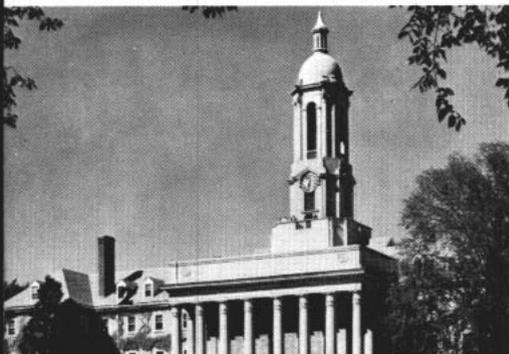
not afford a higher education. A few actually enrolled in college courses but were unable to keep it up.

By the time these men reached the age of 21 (the minimum age for a NESEP student) they had tumbled to the fact that life would be sweeter if they had a college degree.

By the time they are 21, they also know they like the Navy and want to make it a career. Many of them—even those who weren't particularly good students in high school—have spent much of their free time taking correspondence courses or after-hours schooling.

IN 1956, when the NESEP program was begun, a path of advancement was opened to a number of men

Stanford University



who had the brain power to get ahead but who hadn't developed it.

They were given a chance to obtain a college degree at no cost to themselves and, although no promises were made to the first class, a commission was thought to be in the offing.

Getting the NESEP program started wasn't easy for the Navy. The education picture was almost as tight in 1956 as it is in 1965. Colleges and universities were distinctly wary of accepting students who hadn't completed high school—particularly since classrooms were already crowded with students. Two universities, however, were persuaded to take a chance on the NESEP students.

The first class attended only the winter sessions at the universities to which they were assigned. During the summers, the students were sent to various naval installations where they received practical training in subjects they had studied during the winter.

After two years at their university, the students returned to the Fleet to keep themselves abreast of activities within the Navy during their two years' absence from the sea. They then returned to college for their junior and senior years.

The third NESEP class changed this procedure. When the students enrolled in college, they knew they were there for four straight years—summers as well as winters—and would be sent, upon graduation, to the Officer Candidate School at Newport, R. I., or the Aviation Officer Candidate School at Pensacola, Fla.

THE ROAD to a NESEP education is not easy, but those who take it know the rewards are great. NESEP men know they have talent they are wasting and see in NESEP the golden opportunity to develop the background they have slighted for reasons of their own.

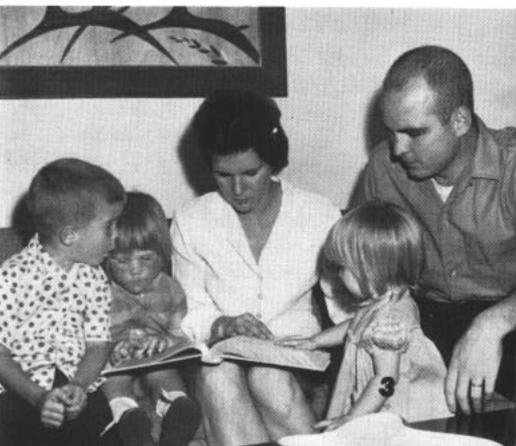
If they qualify for a NESEP education, they submit their application to the Chief of Naval Personnel by 1 November. They are then interviewed by a board of three officers appointed by their CO.

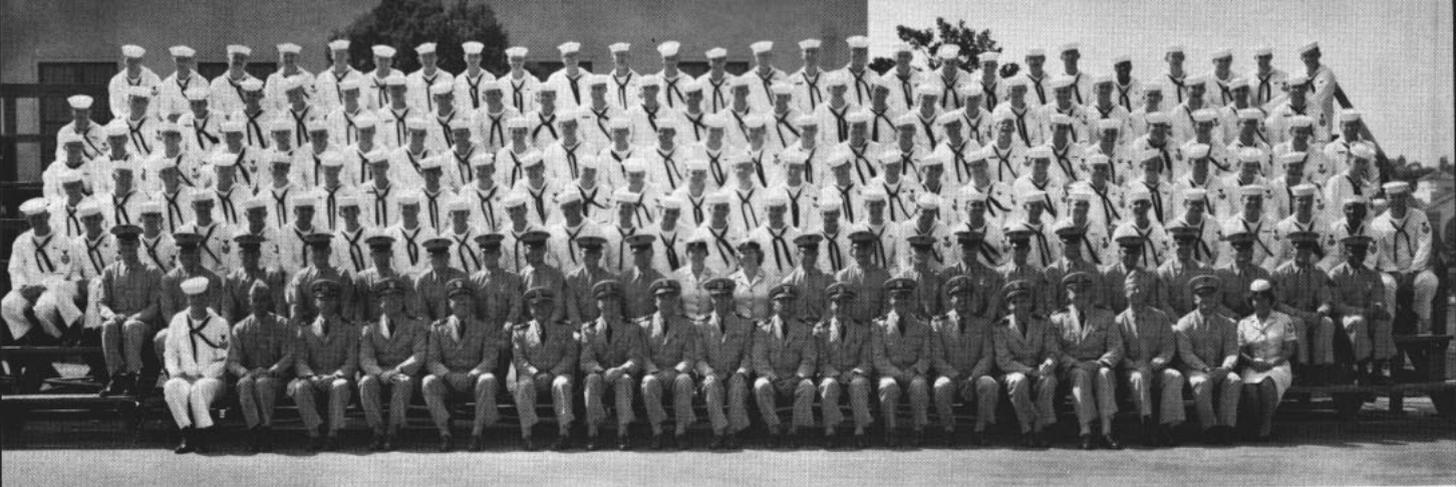
The board members evaluate the candidates and this evaluation weighs heavily either for or against the applicants. The commanding officer then interviews the candidates. If he feels they are of good moral character, motivated for career officer status and have the academic potential, he endorses their applications.

APRIL 1965



COLLEGE DAYS—Photos from various universities participating in Navy's college training program show activities of NESEP students on campus, at home.





SELECT GROUP—Students and faculty at NESEP Preparatory School located at San Diego NTC pose for class photo.

On the second Monday in November, all candidates take a Navy-wide examination which is far from easy. Sample question: The vertex angle of an isosceles triangle exceeds each base angle by 30 degrees. Find the number of degrees in each angle of the triangle.

Candidates who survive the examination are now up against a selection board which delves into their service record, previous educational endeavor, their CO's recommendation and their final examination score.

When the selection board finishes its work in February or March, the lucky candidates receive a letter from the Assistant Chief of Naval Person-

nel for Education and Training which begins, "You are to be congratulated."

No congratulations will be more sincere and none will be more deserved for the Navymen who are selected will have surmounted formidable hurdles, and they understandably take a deep breath and relax in the warm glow of justifiable pride.

LEST ITS NESEP candidates become too smug, the Navy gives them a quick kick in the pants with orders to a Naval Preparatory School. The candidates, depending upon their location at the time, will go either to

Bainbridge, Md., or to San Diego, Calif.

Any NESEP student who had forgotten how long it had been since he saw the inside of a classroom is soon reminded. For nine well-filled weeks, he is drilled in mathematics, physics, chemistry and English, and oriented toward college academic requirements.

Soon after he arrives at the Prep School, he is given the College Entrance Examination Board Tests. This battery is made up of the Scholastic Aptitude Test verbal and mathematics sections.

While the candidates are in the preparatory school mill, close watch is kept upon their physical fitness. They are now required to measure up to more rigid physical standards, because physical stamina is needed.

The increased physical requirements and the academic strain take their toll. A number of those who enter the preparatory school drop out during the nine weeks of training.

WHEN THE NESEP student receives orders to the preparatory school, he and his family have a preview of what the four years are going to be like.

The orders they receive state: Due to the intensity of academic requirements at the preparatory school, dependents will remain at the student's last duty station until the end of the preparatory training.

Husbands and fathers must submit themselves almost entirely to the discipline of their studies, and their wives start getting used to raising the kids without much help from their husbands; doing the marketing without hubby's advice and generally running the family by themselves.

A NESEP candidate is urged to discuss the coming four years with

Do You Have the Qualls to Go NESEP?

The first step to a NESEP education is to check your qualifications against those required by the Navy. Here are the qualifications you have to meet. Check yourself against them and see how you do.

- You may be a high school graduate and you must be between 21 and 25 years old.

- If you are not a high school graduate, you must have completed at least three years and possess a GED score in the 75th percentile in each area. A desirable high school background includes four units of English, two and one-half to three units of mathematics and two or three units in physics, chemistry or biology.

- Your GCT plus ARI basic battery must be at least 118.

- You must be physically qualified. Minimum vision up to 20/100 each eye will be waived if it is correctable to 20/20 with standard lenses and if there is no organic or progressive disease present. No other waivers will be considered.

- You must be a petty officer at the time of application.

- A conviction by either court-martial or civil court during the two-year period preceding your application will disqualify you, unless it was for a minor traffic violation.

- You must be recommended by your commanding officer.

A most important eligibility factor is your record of educational activity since entering the Navy. If your service record shows you have been spending your free time in constructive learning through correspondence courses or after-hours schooling, it makes sense that you'll be a pretty good bet as a full-time student. (Incidentally, if you enrolled in a college before entering the Navy and left with academic failures or a poor record it would be mighty important, if not downright necessary, for you to have evidence of constructive educational activity since then.) Higher math is particularly desirable.

NESEP Universities: They're a Select Group

These are the universities participating in the Navy Enlisted Scientific Education Program: Auburn University, Ala.; the University of Colorado, Boulder, Colo.; the University of Idaho, Moscow, Idaho; the University of Kansas, Lawrence, Kans.; the University of Louisville, Louisville, Ky.; Marquette University, Milwaukee, Wis.; Massachusetts Institute of Technology, Cambridge, Mass.; Miami University, Oxford, Ohio; the University of Mississippi, University, Miss.; the University of Missouri, Columbia, Mo.; the University of Nebraska, Lincoln, Neb.; the University of New Mexico, Albuquerque, N. M.; the University of North Carolina, Chapel Hill, N. C.; North Carolina State College, Raleigh, N. C.; the University of Oklahoma, Norman,

Okla.; Pennsylvania State University, University Park, Pa.; Purdue University, West Lafayette, Ind.; Stanford University, Stanford, Calif.; the University of Texas, Austin, Texas; the University of Utah, Salt Lake City, Utah; Vanderbilt University, Nashville, Tenn.; the University of Washington, Seattle, Wash.

NESEP students studying at any of these institutions have their choice of the following majors:

ENGINEERING: Aeronautical, Chemical, Electrical, Mechanical, Metallurgical, Engineering Physics, Nuclear.

SCIENCE: Physics, Nuclear Physics, Chemistry, Meteorology, Oceanography.

MATHEMATICS: Mathematics, Systems Analysis.

his wife, for the wife's attitude toward her husband's academic career has a definite bearing upon whether he should accept a NESEP appointment and how he will function after he accepts it.

In fact, the four years the NESEP student spends at college are an equally great challenge to his wife. Frequently, the quarters provided for married students at universities are designed for younger married couples who have fewer children than the Navy families.

While her husband is hitting the books, there is little or no opportunity for conversation or talking the problems of the day over with him. Nor are there as many opportunities for husband and wife to go out for dinner and a show. Most of all, any wife will say emphatically that keeping the youngest children quiet while Dad is studying is tough.

BUT WITH the disadvantages, there are also advantages—not necessarily during the four years her husband is in college but for the many years after. A wife knows her husband will go farther with a college education. She knows he will become an officer and that the family will benefit from his new status. Most wives consider four years of diminished attention is a small price to pay.

The Navy invests a considerable amount of time and money in its NESEP students. It expects the training they receive will benefit the Navy. Usually the Navy is not dis-

appointed. There are several reasons NESEP students remain with the Navy but one is more apparent than others.

A Navyman must be a petty officer before he is considered for NESEP. This means he has completed about four years of active duty.

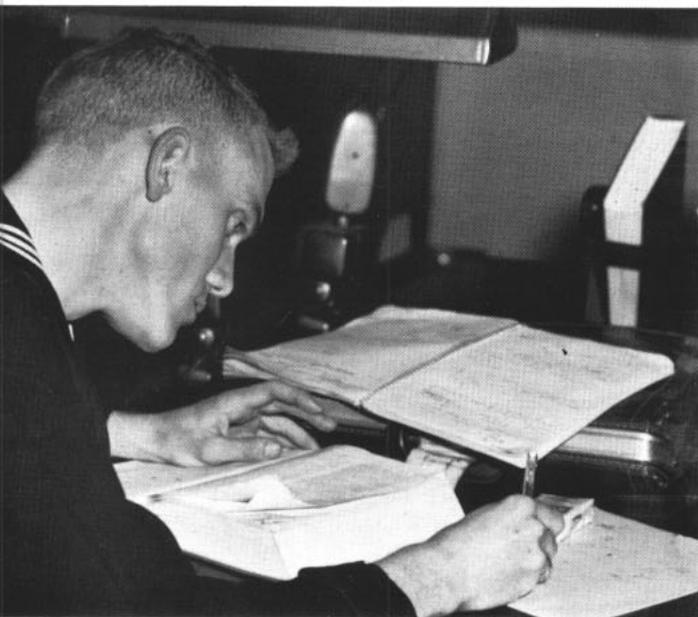
Before he sets foot inside a classroom, the NESEP student obligates himself for six years of service—four years to be spent in school and six years of active duty after graduation. At the end of his sophomore year, each student extends for an addi-

tional two years.

With 12 years of his life invested, it is not likely the NESEP man and future officer will quit before he has spent at least 20 years in the service.

For most NESEP students the obligation is a formality. They know they are career Navymen before they enter the program. They have demonstrated through tests and their educational activities within the Navy that they have the mental capacity to master a college curriculum and the initiative to make the most of their education.

ON THE 'JOB'—Navy student J. H. Rasfeld, ATN2, bones in NESEP study room at Marquette University. *Rt.* J. D. Turner, ET1, and C. A. Harrison, ATCA, work experiment in electrical engineering lab at North Carolina State.





It's a Great Opportunity—and a Challenge

Navymen enrolled in the Navy Enlisted Scientific Education Program may feel closer to academic life than to Navy life while they are in college, but they are nevertheless still in the naval mainstream.

They are, for instance, required to wear their uniforms on campus at specified times (usually once a week). On other days, civilian clothes are approved.

While they are participating in the program, students can and do advance in rating in the normal manner except that completion of practical factors and performance tests for advancement are waived for them.

If you reasoned that NESEP students are not eligible for pro-pay,

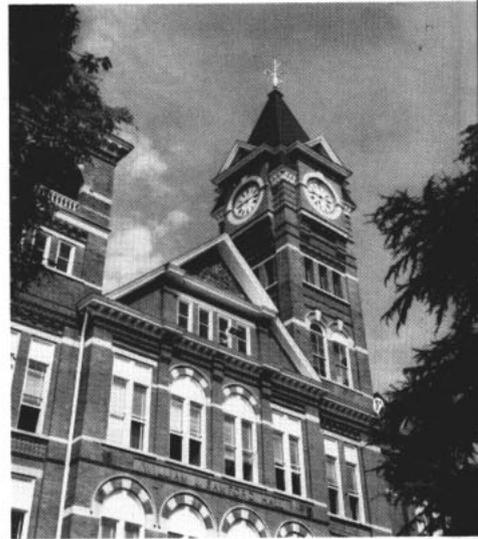
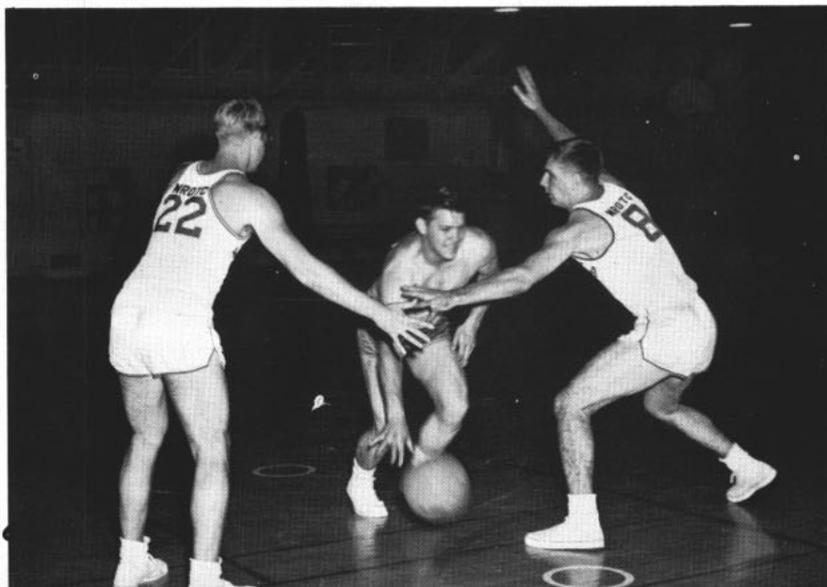
you are correct.

In the back of every NESEP candidate's mind is the question of where he stands if he flunks out.

If the student doesn't finish the preparatory school for physical, academic or other reasons, he may request that his service obligation be canceled. Once the student is enrolled in a university, however, his service obligation is the same regardless of whether or not he graduates.

When NESEP students graduate, and are commissioned, they are members of the regular Navy. Their Navy officer designator code is assigned according to the needs of the service but in most cases it is 1100—line officer.

COLLEGE GROUP—NESEP students at Univ. of Nebraska muster for photograph. *Below:* James Zweerink, FTG1, (center) takes part in intramural game.



Auburn University

In this program, however, many are called but few are chosen. About 2000 compete in the Navywide exams but only 281 entered NESEP colleges last September.

During the last calendar year, 137 NESEP students were graduated. Many of these occupied their time so successfully they graduated with their Master's as well as their Bachelor's degree.

WHEN YOU consider that NESEP men are students whose high school careers may not have been impressive enough to enable them to enter college on their own recorded merits, the scope of the Navy's salvage of scientific brain power stands out most sharply—particularly when you examine the NESEP students' scholastic records.

The Navy is not satisfied for its students to be only average. They must be better than the run of the mill. A civilian could, for instance, manage to graduate with a low point average, but a NESEP student is not permitted to continue his studies if his grades lag. Each student is permitted to fail once. Even then, he must make up the subject. If he fails twice, he is out.

Although many entered college with unimpressive credentials, NESEP students frequently emerge on graduation day covered with honors.

Many NESEP students are initiated into professional honor societies and some serve as officers. Others are offered membership but, for reasons of their own, decline to accept.

The names of many other NESEPs appear on the Dean's and the Presi-

ALL HANDS



University of Mississippi



University of Washington



University of Nebraska

dent's honor rolls and in the list of students having grades in the upper five per cent.

There is also a liberal sprinkling of Phi Beta Kappas among NESEP graduates and those who graduated *cum laude*.

MOST OF the first NESEP students are serving the Navy now as lieutenants. If opportunity hadn't knocked the second time for them, the chances are they would never had gone to college; never became officers.

Since NESEP gave them a chance to train the minds they realized were not being fully utilized, they are now

reaping greater benefits for themselves and providing the Navy with badly needed technical leadership.

In the foreseeable future, these men will retire on substantially more pay than they would have received before NESEP and, because of their training, they will undoubtedly be able to command a higher place for themselves as civilians after retirement, if they choose to pursue a second career.

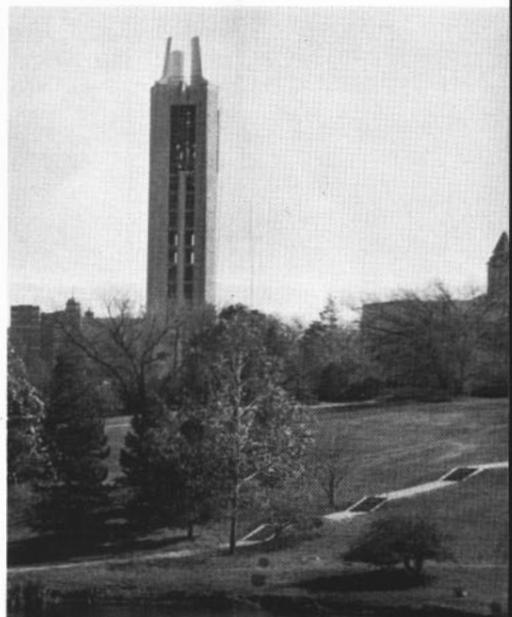
The four years of hard work invested by these men has brought them dividends that will continue and increase throughout their lives.

—Robert Neil

ON CAMPUS—On the way to classes are NESEP students at Univ. of Missouri.

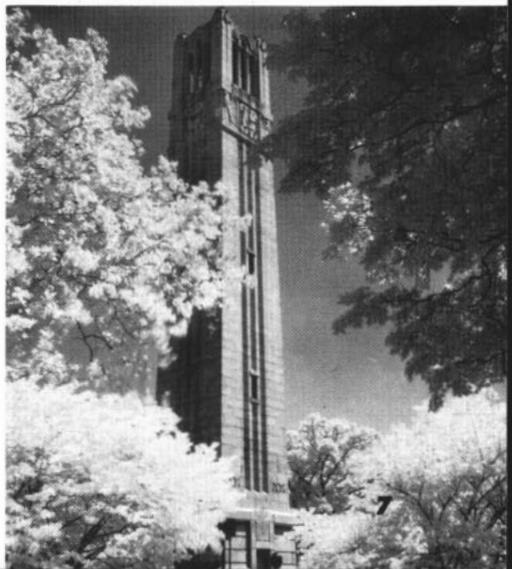


APRIL 1965



University of Kansas

North Carolina State University



Learning



Navy instructor, LT J. H. Childs and astronaut LCDR R. F. Gordon, USN, inspect copter.



CDR A. B. Shepard, Jr., USN, mounts trainer with teacher, Navy LT R. G. Breitenbach.

TWENTY-EIGHT of America's astronauts have completed another phase of their training program for a manned lunar landing. The last of the astronauts recently finished helicopter indoctrination as part of the moon flight.

Helicopter training? Astronauts? How do the whirlybirds figure in a flight to the moon? Read on.

The purpose of the copter training was to enable the astronauts to simulate flying the Lunar Excursion Module of the Project *Apollo* Spacecraft. A helicopter can simulate rate of descent and landing profile required of the LEM. Control and physical configurations of the two craft are different, however.

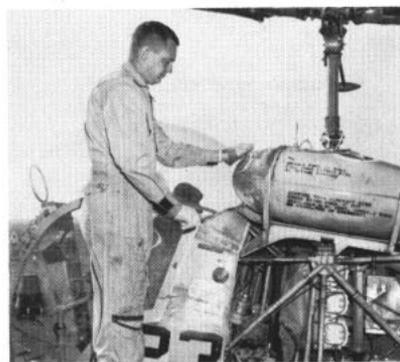
The similarity of descent characteristics between the two vehicles is most pronounced when the helicopter is in autorotational descent. Under this condition the engine is brought to idle and the main rotor is allowed to wheel free. As the craft descends, the rotor's pitch, or bite, is decreased—allowing the rotor, under a decreased load, to build momentum to a safe rotational speed. When the helicopter nears the ground the rotor's momentum is used as the power source. Needless to say, that power dissipates quickly, allowing only a one-shot chance at a smooth landing.

The program began 14 months ago. On 21 Nov 1963, NASA astronauts Neil A. Armstrong, and Lieutenant Commander James A. Lovell, Jr., USN, began a study familiarizing them with the hover, descent, and landing characteristics of copters.

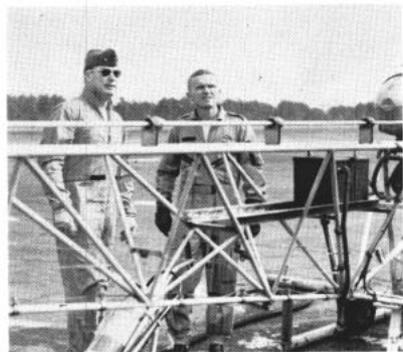
The astronauts, in two-man teams, continued the study in 1964. As soon



MAJ V. I. Grissom, USAF astronaut and instructor CAPT J. L. Bolton, USMC, talk shop.



Marine astronaut CAPT C. C. Williams checks gas supply during copter flight training.



MAJ T. E. Archer, USMC, flight instructor briefs astronaut MAJ F. Borman, USAF.



Astronaut J. A. McDivitt, CAPT, USAF, and Marine CAPT R. E. Heald inspect bird.

Air Force astronaut CAPT E. H. White, II, checks tail rotor prior to flight.

NASA astronaut CDR W. M. Schirra, USN, leaves copter wearing a solo grin.

Model shows Lunar Excursion Module (LEM) proposed for landing men on the moon.



ALL HANDS

to Make a Moon Landing

as one of the teams had finished the two-week syllabus, a new team took its place, except for an occasional lapse.

Training was initiated at the request of NASA's Joseph S. Algranti, Chief Aircraft Operations Officer, a commander in the organized Naval Reserve.

The Navy's only basic helicopter training squadron, Helicopter Training Squadron Eight, was assigned to qualify the pilots to NASA's specifications at NAS Pensacola.

The astronauts' training aircraft was the Navy's primary helicopter trainer—the TH-13M (HTL-6). They also received two hours of instruction in the H-34 (HUS/HSS-1) to familiarize them with phenomena encountered in copters in the dark, under dusty conditions.

Each of the astronauts receive 20 hours of flight training involving such techniques. In addition they receive 18 hours of ground school. During the first 11 flight hours of their syllabus, the astronauts took the same training as all beginning helicopter pilots. After the 11th flight hour, they too were "Safe for Solo" in the earth-bound whirlybirds.

After soloing the TH-13M their program became specialized. They

received intensive training in auto-rotations from a 1000-foot altitude to duplicate the LEM rate of descent and its approach profile during descent to the moon. Toward the end of their training they transferred to H-34s for the same type training under conditions where the horizon would be obscured by darkness or dust. If dust is present on the lunar surface the LEM's retro-rockets would blast it up in a visibility-cutting cloud much the same as the helicopter rotor blast does back here on earth.

The usual naval trainee requires a more extensive course of instruction than did the astronauts. Due to Fleet requirements a naval helicopter student receives an 80-hour training course. The astronauts with their lesser requirements needed only 20 hours.

The astronauts trained generally as two-man teams at NAS Pensacola, as follows:

Neil A. Armstrong and Lt. Commander James A. Lovell, Jr., USN.

Commander M. Scott Carpenter, USN, and Commander Alan B. Shepard, Jr., USN.

Elliott M. See, Jr., and Major Thomas P. Stafford, USAF.

Commander Walter M. Schirra,

Jr., USN.

Major Virgil I. Grissom, USAF.

Donald K. Slayton.

Captain Edward H. White, II, USAF, and Major L. Gordon Cooper, Jr., USAF.

Lt. Commander Charles Conrad, Jr., USN, and Major Frank Borman, USAF.

Captain James A. McDivitt, USAF, and Lt. Commander John W. Young, USN.

Captain Charles A. Basset, II, USAF, and Captain Clifton C. Williams, Jr., USMC.

Captain David R. Scott, USAF, and Lt. Commander Richard F. Gordon, Jr., USN.

Captain Donn F. Eisele, USAF, and Lieutenant Roger B. Chaffee, USN.

Captain William A. Anders, USAF, and Lt. Commander Alan L. Bean, USN.

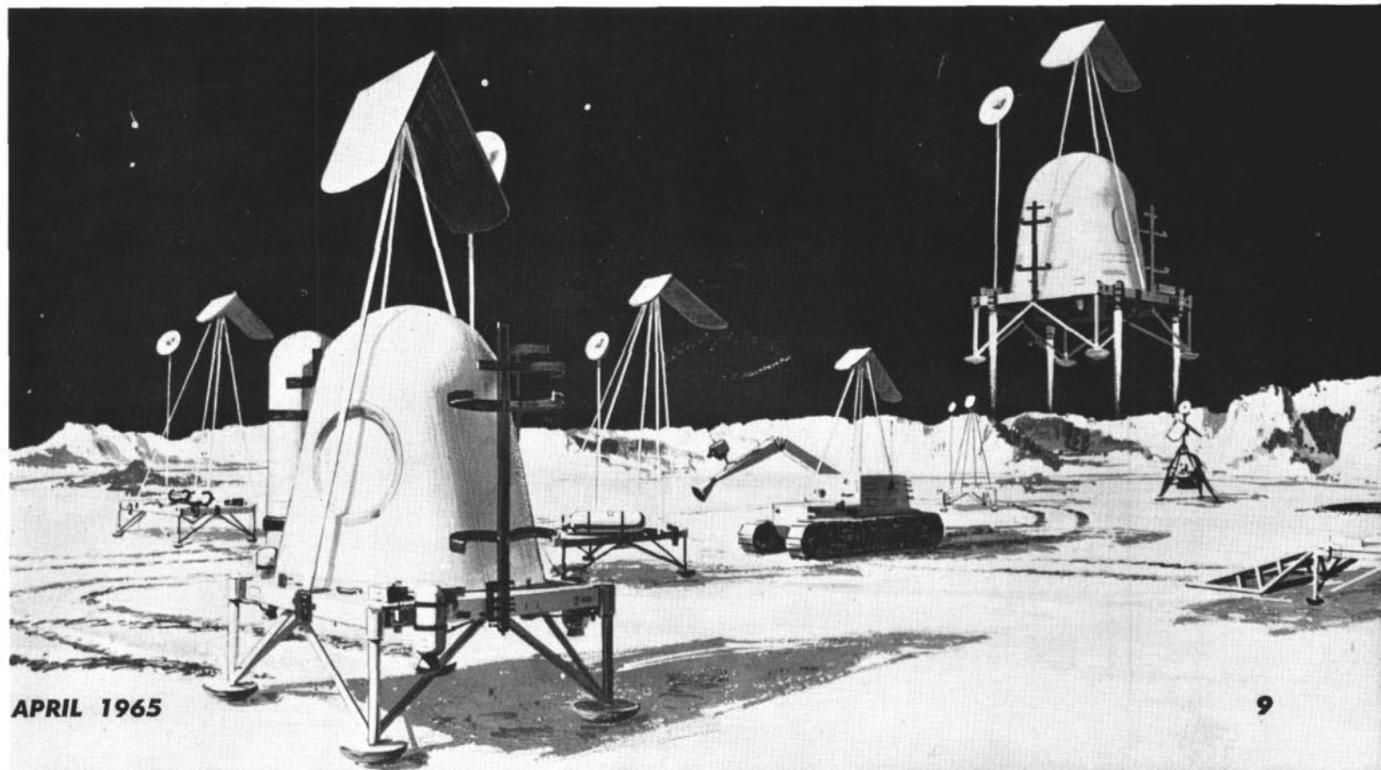
Captain Russell L. Schweickart (Air National Guard) and Lieutenant Eugene A. Cernan, USN.

Major Edwin E. Aldrin, Jr., USAF, R. Walter Cunningham and Captain Michael Collins, USAF.

The helicopter training squadron is thinking of revising its motto: "The best helicopter pilots—and astronauts—in the world are trained here."

—Don Rhamy, JO2, USN

One concept on moon landing and return is shown here. Tracked transport fuels return module (foreground) with rocket motors. Manned module (rt.) lands from orbiting Apollo when return vehicle is ready. Operation is monitored from Earth by TV surveyor at right rear.



A Test Run: Picking Up

Note: While this issue was scheduled to go on the presses, the Gemini flight of Major Virgil I. Grissom and Lt. Commander John W. Young was coming to a successful conclusion, with the two astronauts safely aboard USS Intrepid (CBS 11).

THE FOLLOWING report covers a test run, one of two unmanned Gemini test flights made earlier this year, in January.

In each Gemini recovery at sea, the names of the Navy or Coast Guard ships are different, but the mission is the same. The training and preparation point up the complex requirements of just one aspect of the job of conquering space.

Astronaut teams have also been named for the next two Gemini launches, and another Navyman, Lieutenant Commander Charles Conrad Jr., was included. Charles Conrad, smallest of the astronauts, will remain aloft for seven days during the third manned Gemini flight, scheduled for late this year.

But by far the majority of Navy-men involved in Gemini—and later in Apollo—will be down below. After each flight the astronauts will reenter the atmosphere and, after slowing to a reasonable speed, land in the sea.

Task Group 140 will be waiting.

PLUCKING a spacecraft from the ocean after its lightning journey

is no small feat. It involves much more than one Navy recovery ship and a friction-blackened capsule.

Strung out along a 2310-mile Atlantic path during the highly successful final unmanned mission in the Gemini series were 11 U. S. Atlantic Fleet ships, 40 Navy and 17 Air Force aircraft, and 4333 members of the armed forces. This assemblage of air and sea power is Task Force 140, the operational recovery arm for the National Aeronautics and Space Administration's (NASA) man-into-space program.

Only one ship could make the retrieval of the fully instrumented spacecraft, but every unit had a

ON THE SPOT—Navy frogmen place flotation collar on Gemini as Lake Champlain (CVS 39) approaches for pickup.



Gemini

purpose. Guarding against a remote possibility that the *Gemini-Titan* rocket could stray from its programmed course secondary ships and aircraft were assigned critical positions along the Eastern (missile) Test Range.

Two minesweepers and a Fleet tug, their drafts and sizes ideal for coastal maneuvering, patrolled a few miles offshore from Cape Kennedy. Should a booster malfunction occur in the initial seconds after takeoff, astronauts would eject and be retrieved by helicopters. Then the ships would move in to begin the task of recovering all that could be recovered to determine, if possible, the cause.

The minesweepers were *uss Agile* (MSO 421) and *Bulwark* (MSO 425). The Fleet tug was *uss Paiute* (ATF 159).

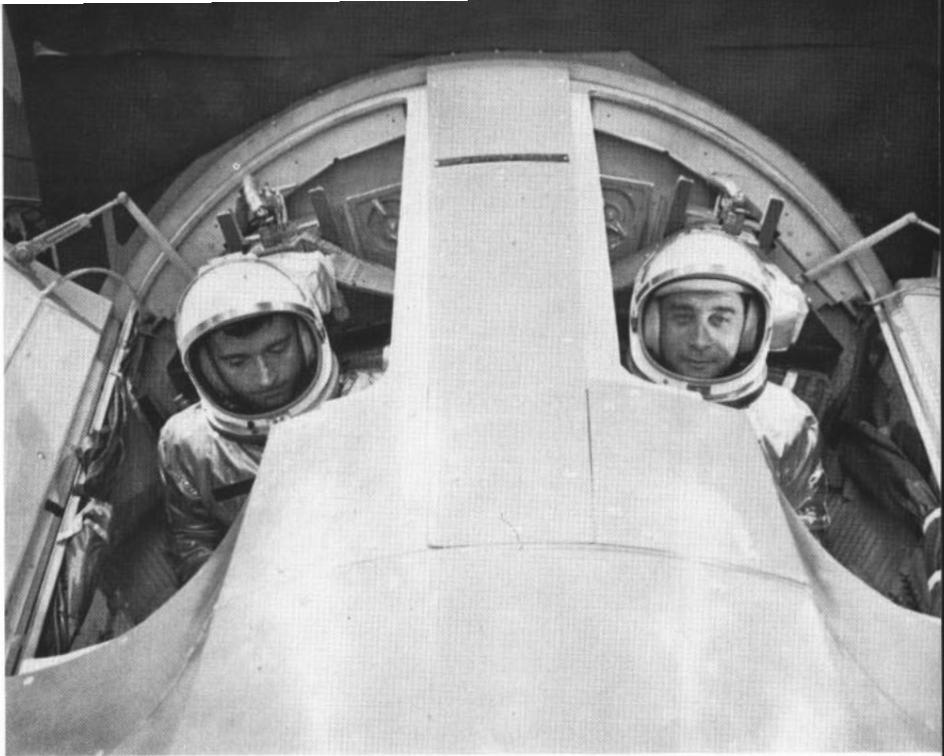
Positioned in a long line from 450 to 2310 miles downrange were seven destroyers. They were: *uss Charles C. Ware* (DD 865), *O'Hare* (DD 889), *Vogelgesang* (DD 862), *Forrest Royal* (DD 872), *Eugene A. Greene* (DD 711), *Holder* (DD 819) and *Putnam* (DD 757).

Of these widely spaced ships, four were equipped with NASA designed *Gemini-Apollo* retrieval cranes. *O'Hare* and *Eugene A. Greene* were outfitted with externally powered cranes and *Holder* and *Charles C. Ware* were furnished with the self-powered variety.

Considered part of the task force, *Putnam* was riding "shotgun" for *Lake Champlain*, making her prime responsibility the safety of airborne crews.

A LONG THE SAME PATH, from Cape Kennedy to the farthest ship out, various types of aircraft orbited on station over the sunny Atlantic, or squatted at-the-ready on runways and flight decks. Fifteen of these craft were provided for blanket coverage of the mission flight path by the Air Force Rescue Service.

Two HC-3 helicopters and two HU-16 *Albatross* amphibian planes from Patrick and Eglin Air Force Bases cruised near Complex 19, prepared for search and recovery in the event of a launch area abort. Downrange, HC-54 and HC-97 aircraft



TOP TEAM—NASA *Gemini* flight astronauts Commander John Young, USN, (left) and Major Virgil Grissom, USAF, check flight procedures in *Gemini* trainer.

flew to rendezvous with their assigned ships.

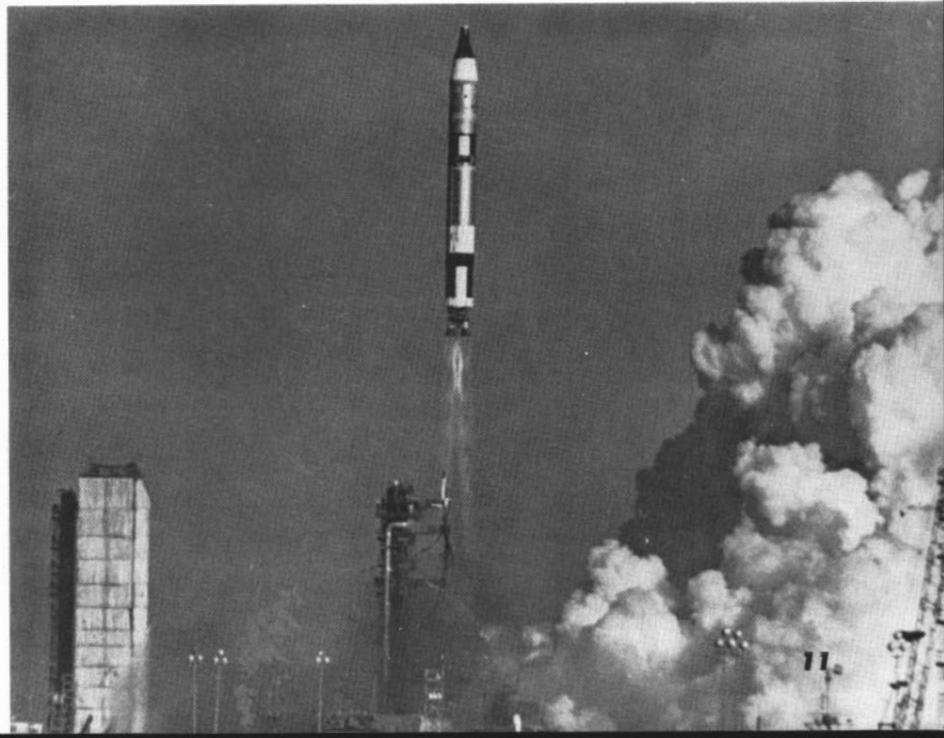
They were to provide additional long-range locating capability and to deliver swimmers and recovery gear to the spacecraft's location. Several planes carried three-man Air Force pararescue teams and two horseshoe-shaped spacecraft flotation collars. These men and collars were to be deployed if the capsule had impacted a great distance from a recovery ship or it appeared to be

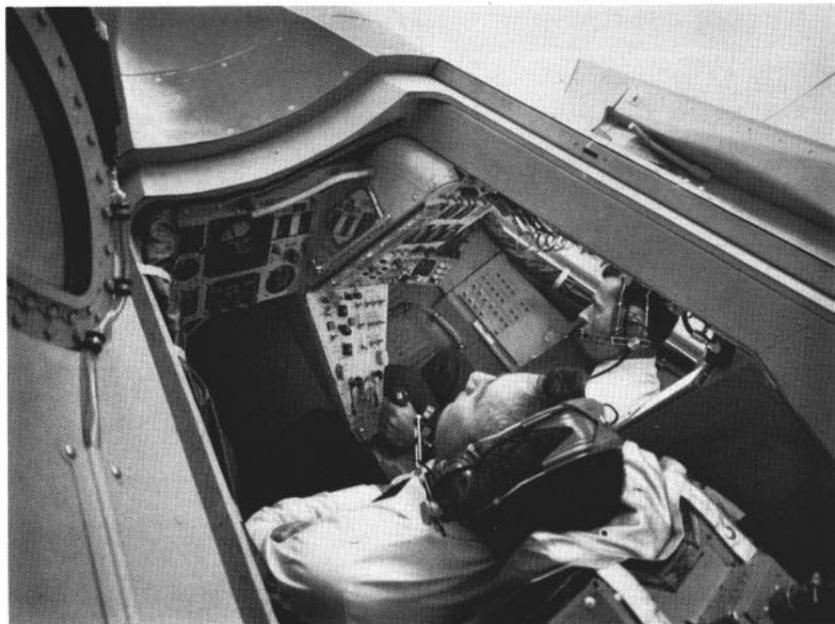
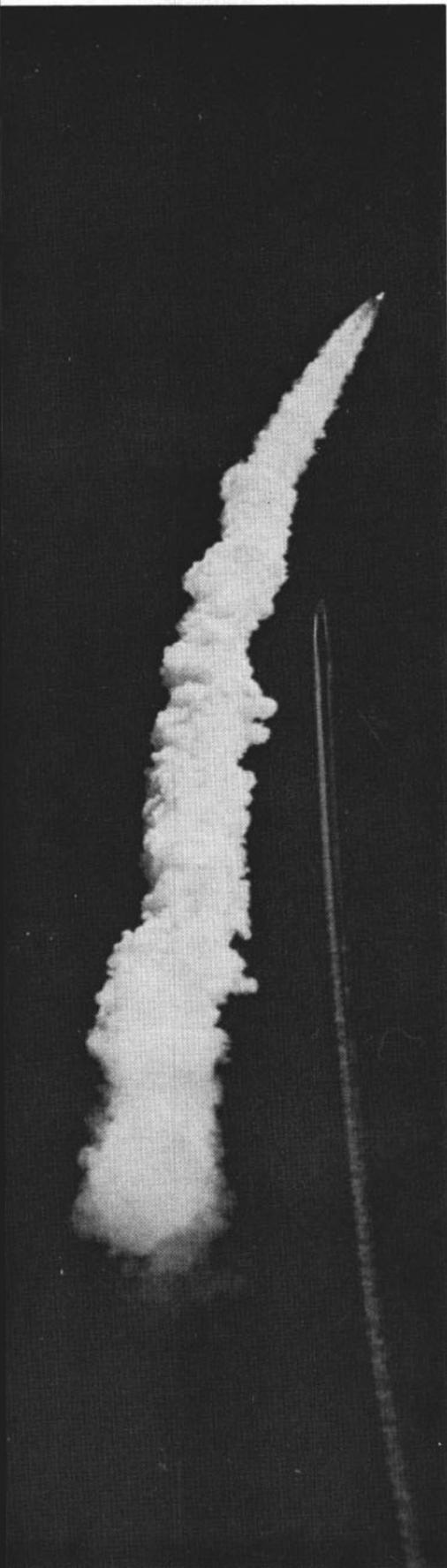
in danger of sinking.

The 40 Navy aircraft involved were attached to Antisubmarine Warfare Carrier Air Group 54, embarked aboard the primary recovery ship, *Champlain*.

Sharing the waters along the Eastern Test Range with Task Force 140 ships and furnishing them with location data were the USNS vessels *Rose Knot* (T-AGM 14), *Coastal Sentry* (T-AGM 15) and *Timberhitch* (T-AGM 17). Their decks

OUT TO SEA—*Titan II* blasts from pad at Cape Kennedy during NASA flight.





LIKE REAL—Astronauts Grissom, Young (rt.) practice in mockup of spacecraft.

crammed with tracking gear, these three ships fed telemetry data on the spacecraft to Cape Kennedy's Mission Control Center after its exit from Cape radar range. Island-based radar tracking, guidance command, and computer telemetry made up an Air Force operated network.

ALL PHASES of the spacecraft retrieval operation were "Go" during the hours before lift-off and throughout *Champlain's* recovery of the capsule. A slight delay was encountered at minus five minutes in the countdown, but the count was picked up moments later and the

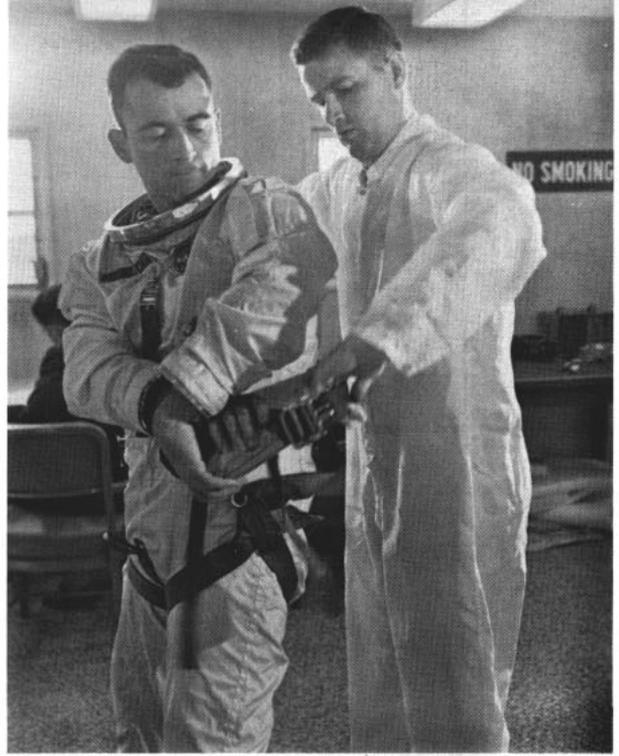
launch began at 0904, four minutes after the planned time.

Downrange units were kept apprised of the pre-launch status of the spacecraft and its *Titan* booster through two-way communications with the Task Force Commander, Rear Admiral Ben W. Sarver, at Cape Kennedy Recovery Control, coordinating center for the force.

Within minutes after its flaming ascent into a cloudless Florida sky, telemetry data placed the speeding spacecraft's calculated landing area scant miles from the originally programmed impact point. At plus five minutes of lift-off, *Vogelgesang* made

HOME ON THE RANGE—USS *Lake Champlain* offloads capsule at Roosevelt Roads. Left: Navy jet checks on flight of launch vehicle after lift-off from pad.





SUITING UP—NASA's John Young, USN, and Virgil Grissom, USAF, don suits while preparing for two-man space flight.

her initial radar contact with the craft, confirming its on-target course in space.

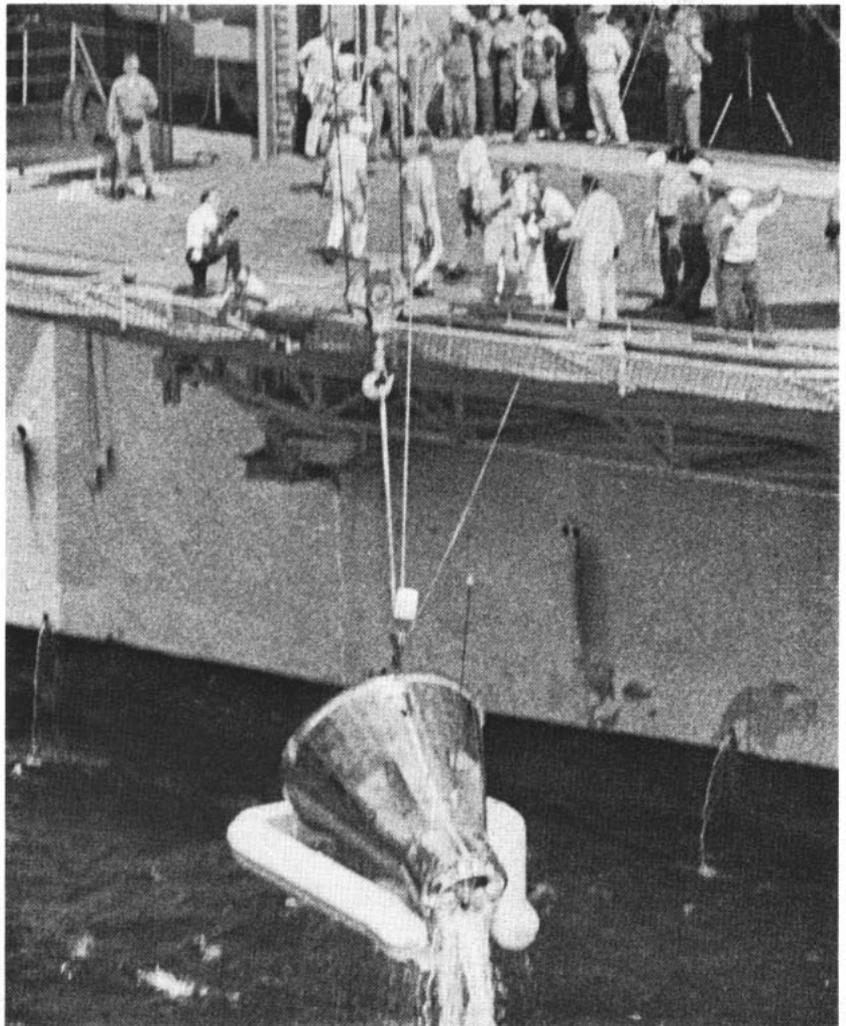
Champlain electronically located the unmanned vehicle shortly after its splashdown and began steaming toward its high frequency radio emissions.

Simultaneously, helicopters of Helicopter Squadron Five, aboard the primary recovery ship, were sent to seek out the spacecraft. Lieutenant Donald Collican piloted his 'copter near the bobbing capsule while a three-man Navy underwater demolition team jumped into the water.

The swimmers fitted a flotation collar about the spacecraft before climbing aboard it to wait for *Champlain's* arrival. Members of the team were Lieutenant (jg) Richard Hauff, Engineman Third Class Allan Archey, and Aviation Machinist's Mate Third Class Mark Navworthy.

A hovering HC-54 from Piarco Airport, Trinidad, had made first visual contact with the NASA spacecraft.

Steaming at 25 knots, *Champlain* sighted capsule and swimmers at a distance of six miles, and an incident-free retrieval of both ensued minutes later. Manned Spacecraft Center and spacecraft contact engineers took charge of the 4700-pound spacecraft after it was lowered to *Champlain's* deck by aircraft retrieval crane. It was then taken to Roosevelt Roads, Puerto Rico, for further transfer.



HOOKED—Recovery team aboard *Lake Champlain* lifts capsule from water.



USS Charles C. Ware (DD 865)



USS Putnam (DD 757)

TEAM MATES—Eleven Atlantic Fleet Navy ships participate in the recovery arm of NASA's man-into-space program.



USS Bulwark (MSO 425)



USS Vogelgesang (DD 862)



USS O'Hare (DD 889)

USS Forrest Royal (DD 872)



IT WAS the second spacecraft recovery for *Champlain*. On 5 May 1961 she picked up Commander Alan B. Shepard and his Freedom 7 *Mercury* capsule following his unprecedented suborbital flight.

On-scene commander in the primary recovery area was Rear Admiral William A. Stuart, Commander Carrier Division 16, embarked aboard *Champlain*. Skipper of the carrier is Captain James C. Longino.

Practice toward a systematic recovery, which was begun weeks before the shot, was concluded three days before with a large scale rehearsal. In 11-foot seas and 26-knot winds, *Champlain* placed a mockup capsule in the water and steamed 36 miles off. It was the task of an HC-97, staging from Bermuda, electronically and visually to spot the mockup and direct the carrier to it.

All phases used in the actual mission were enacted with 'copters being deployed and swimmers attaching a flotation collar. Another aircraft was exercised later with the mockup on the carrier's deck. The aircraft homed on the dummy's high frequency emissions and flew a search pattern near *Champlain*.

Ships, aircraft and men comprising Task Force 140 were assigned recovery duties on a temporary basis. Normally operating as units of the Second Fleet, Naval Air, Antisubmarine Warfare, Cruiser-Destroyer, Service, Mine and Amphibious Forces of the U. S. Atlantic Fleet, they were selected and trained for each recovery operation based on NASA's requirements. Following



USS Eugene A. Greene (DD 711)

their task force assignment, the units reverted to normal operations.

In a congratulatory message to TF-140 on its recovery, RADM Sarver said: "CHAMPLAIN'S REPEAT IN GEMINI OF MERCURY MR-3 RECOVERY CONFIRMS (HER) 'CHAMP' TITLE. ALL OTHERS WHO TRAINED AND WERE ALSO READY BUT WERE NOT CALLED UPON NEED HAVE NO REGRETS OVER NON-ACTIVE PARTICIPATION.

"THE CONFIDENCE OF ALL UNITS TO ACCOMPLISH THE RECOVERY MISSION MADE SUCCESS ASSURED IN ANY CASE."

Force units are scheduled to form soon for recovery activities for the next *Gemini* phase.

USS Holder (DD 819)



Team members not pictured:

USS Agile (MSO 421)

USS Paiute (ATF 159)

USS Lake Champlain (CVS 39)

ALL HANDS



USS Cony (DD 508)



USS Intrepid (CVS 11) (Shown here as a CVA)



USS Boston (CAG 1)



USS Harwood (DD 861)



USS Douglas H. Fox (DD 779)



USS Rich (DD 820)

Task Force for Gemini

A LIST OF NAVY RECOVERY ships currently scheduled to take part in the first NASA *Gemini* orbital space flight was announced by Headquarters, Commander Task Force 140.

Eighteen Navy ships from commands along the Atlantic Coast were named, including an aircraft carrier, a guided missile cruiser, a fleet oiler, 12 destroyers, two ocean minesweepers and a seagoing tug.

Eight Norfolk-based ships were among those designated. The anti-submarine warfare carrier *uss Intrepid* (CVS 11) is serving as primary recovery ship in the predicted spacecraft impact area. Seven Norfolk destroyers tabbed were: *uss John Paul Jones* (DD 932), *Robert L. Wilson* (DD 847), *Douglas H. Fox* (DD 779), *Cony* (DD 508), *Mullinnix* (DD 944), *Harold J. Ellison* (DD 864), and *Rich* (DD 820).

Leaving her berth in Boston to occupy a station midway down the Eastern Missile Test Range was the cruiser *uss Boston* (CAG 1).

Four Mayport-based destroyers participating in the recovery included *Harwood* (DD 861), *Ault* (DD 698), *Turner* (DDR 834), and *Bigelow* (DD 942). Ships picked from Newport, R. I., units are the fleet oiler *Kankakee* (AO 39) and the fleet tug *Nipmuc* (ATF 157). The destroyer *Sarsfield* (DD 837) out of Key West, Florida, will also be on station.

Two minesweepers, *Sturdy* (MSO 494) and *Swerve* (MSO 495), home-

USS Sturdy (MSO 494)

ported in Charleston, S. C., will be stationed in coastal waters near the Cape Kennedy launch site.

Selection was based on their particular capabilities for location and retrieval of the spacecraft, speed, and because their afloat medical facilities meet NASA's safety requirements for the spacecraft's pilot and co-pilot. This tailored force draws upon ships of the U. S. Second Fleet, the Anti-submarine Force, Service Force, Operational Development Force and Mine Force, Atlantic Fleet.

A majority of ships will be on station along the critically important initial orbit insertion ground track from Cape Kennedy across the Atlantic to the Canary Islands. Four planned landing areas have been provided for a launch abort situation during the powered phase of flight and subsequent to the *Titan II* launch vehicle shutdown and spacecraft separation.

Similar Atlantic recovery areas at the beginning of the second and third orbits will require fewer recovery ships. The aircraft carrier *Intrepid* and two destroyers will occupy the planned primary landing area for a successful three-orbit mission.

The primary recovery group will occupy a station some 165 miles north of the Dominican Republic.

(Not shown: USS Swerve (MSO 495)

USS Sarsfield (DD 837)

USS Bigelow (DD 942)

USS Nipmuc (ATF 157)



USS Mullinnix (DD 944)



USS Turner (DDR 834)



USS Harold J. Ellison (DD 864)



USS John Paul Jones (DD 932)

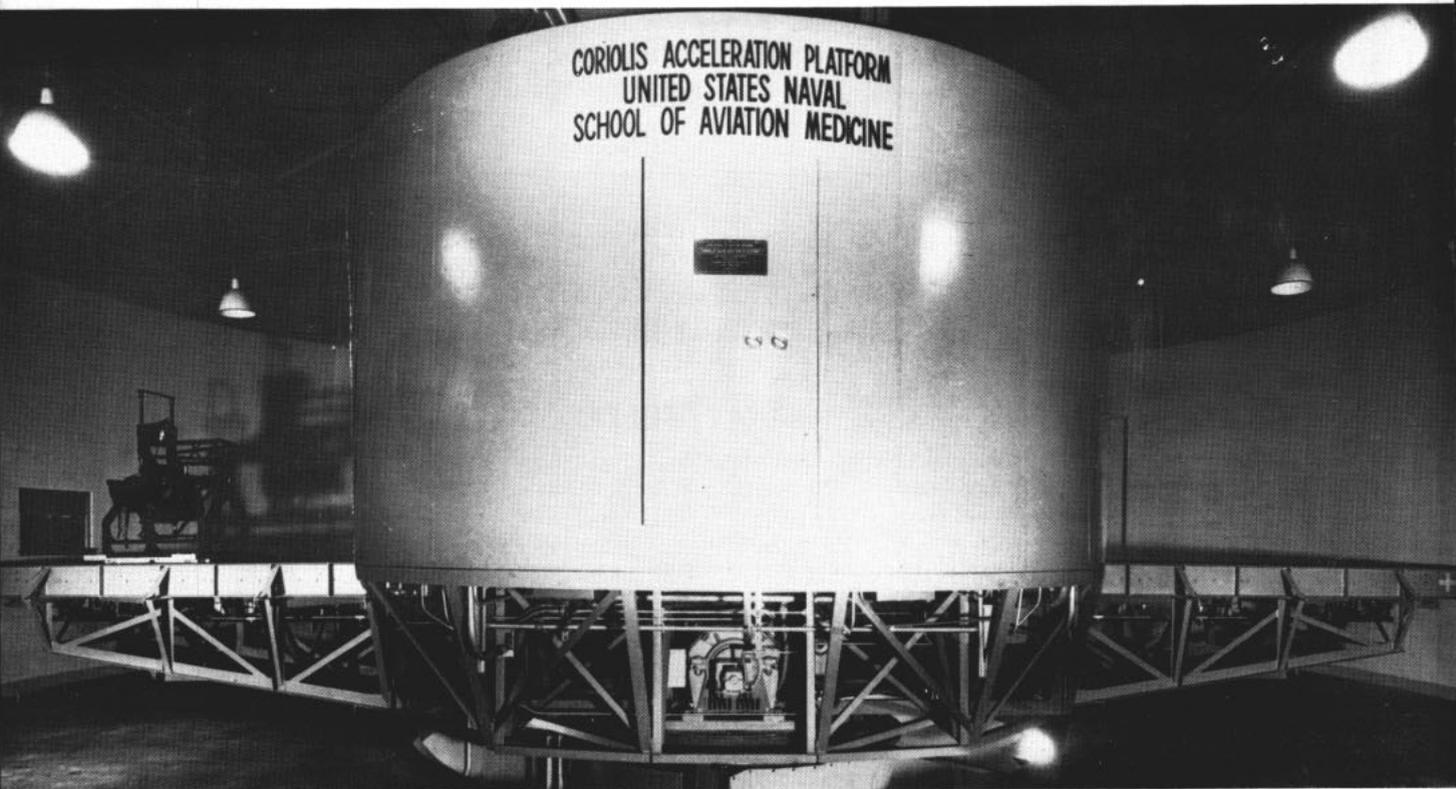


USS Ault (DD 698)



USS Robert L. Wilson (DD 847)
USS Kankakee (AO 39)





Round and Round They Go

IN AN ATTEMPT to solve some of the mysteries of space travel, four U.S. Navy enlisted men spent 25 days in a spin at the U.S. Naval School of Aviation Medicine at NAS Pensacola, Florida.

The spin, which began on February 12, was made in a rotating device known as the Slow Rotation Room. This is capable of producing sensations similar to those experienced by a space traveller if rota-

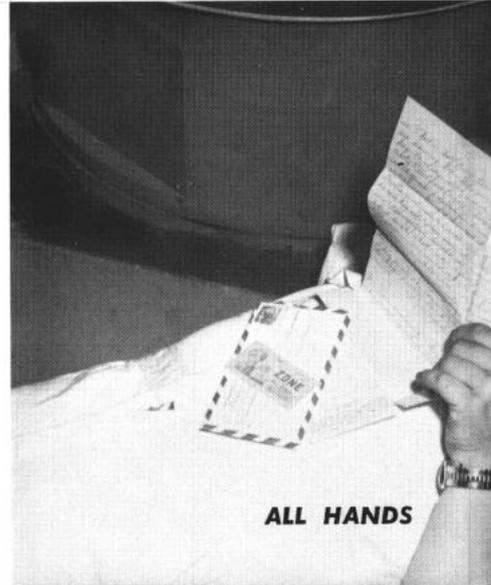
tion is used in a space station to produce artificial gravity.

The experiment was conducted as a part of NASA's long range study to determine man's requirement for artificial gravity and his ability to withstand the various rotational stresses he may encounter in the space environment.

The four subjects of the experiment are volunteers attached to the Pensacola Naval School of Aviation

Medicine. They are: Curtis L. Browning, Jr., 19, Rodney G. Holzinger, 17, Terrence L. Duverney, 18, and Harold K. Gribbon, 18. All four are Airman Apprentices.

The four men began living in the Slow Rotation Room February 8, four days before the start of the run, to allow sufficient time for pre-experiment indoctrination and testing. At the conclusion of the 25-day spin the men remained in the room for four



ALL HANDS

additional days of post-experiment testing and evaluation. The room was not rotated during these pre- and post-experiment periods but their schedules and living conditions continued to be the same.

The room which was home to these men for over 30 days, is a windowless rotating chamber 20 feet in diameter, 10 feet high. It has many of the conveniences of home, including hot and cold running water, a refrigerator, stove, sink, television, wall-to-wall carpeting, and a sewage disposal system.

The 25-day run was the longest experiment of its kind ever conducted at Pensacola, and one of the longest in the world. The longest previous run at Pensacola lasted 14 days.

When the spin began, the room was rotated at two revolutions per minute. This speed was increased one rpm every two days until a speed of 10 rpm was reached—the maximum for this experiment. In past experiments, spins have been started at higher rpms. This time a slow start was made in an effort to determine whether or not man can adapt to the rotating environment without the onset of motion sickness and subsequent disorientation brought about by stimulation of the inner ear organs that control man's balance.

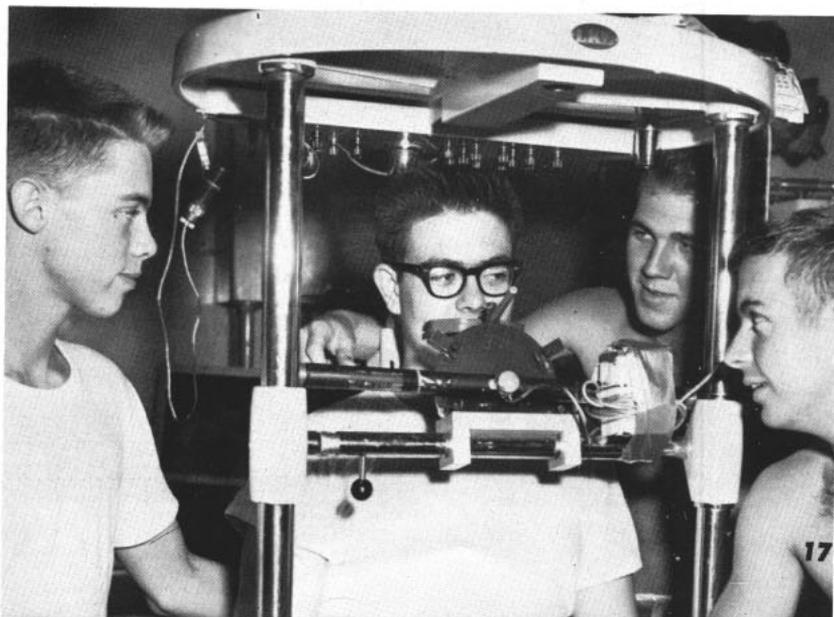
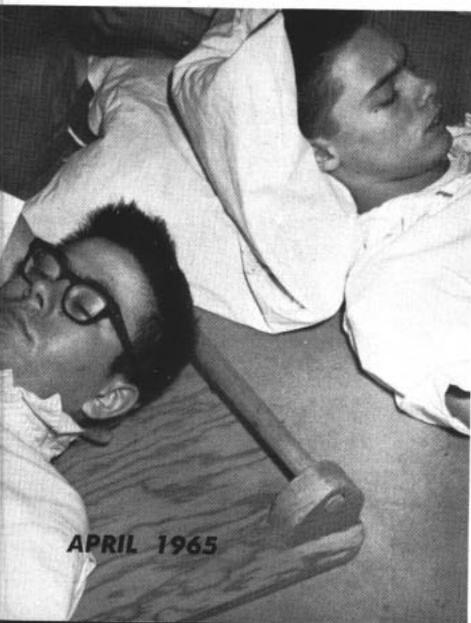
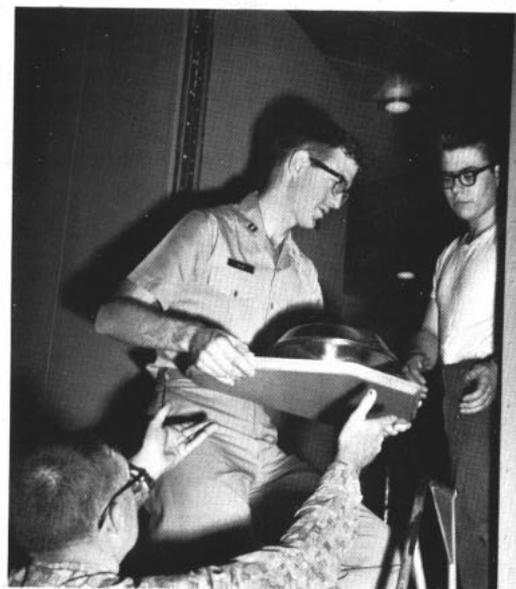
Throughout the run, research scientists evaluated psychological and biochemical tests, and studied nystagmus (involuntary eye movement) caused by rotation.

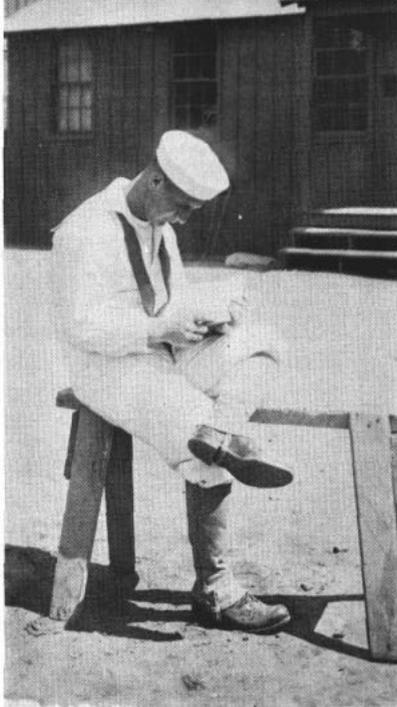
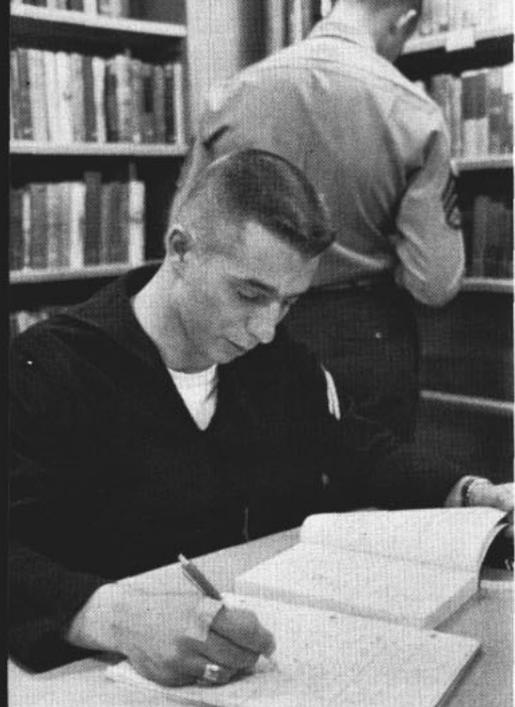
Such ordinary occurrences as shaving in the spinning room gave the volunteers an unusual sensation. They also found that a certain amount of extra skill was needed in throwing darts while in motion. The darts had to be thrown far to the left of the



target, in anticipation of where it would be when the darts hit.

Clockwise from Upper Left: (1) Coriolis Acceleration Platform was the spinning home for four Navy enlisted volunteers for 25 days. (2) H. K. Gribbin, AA, and T. L. Duverney, AA, watch a TV program while rotating in their round house. (3) Dinner is delivered to the Navy men in their unusual quarters. (4) This equipment was used to check involuntary eye movement during the long spin. (5) Spinning sailors lay flat to prevent onset of motion sickness when they stopped to pick up meals and mail. (6) LT F. R. M. Deane, MS, USN, demonstrates the mathematical evaluator to be used in tests. The Navy doctor took the tour with the volunteers as on-board director for the experiment.





NAVY READERS—Reading has been popular in Navy for many years. Here, Navymen of today and WWI take to books.

Fact and Fiction*

PROBABLY every man who first enlists in the Navy does so with the intention of learning while he's earning. If this includes you, you came to the right place, for the Navy gives you an opportunity to do just that.

Everything you see or hear increases your understanding of the world and the things in it. Little by little, you assimilate knowledge in different ways—through experience; by taking correspondence courses and by attending Navy schools.

One of the easiest and most pleasurable ways of learning is simply to

read books. The book you choose doesn't have to be factual-fiction presents the experiences of others, if not in actuality, at least in verisimilitude (a good word—we got it out of a book).

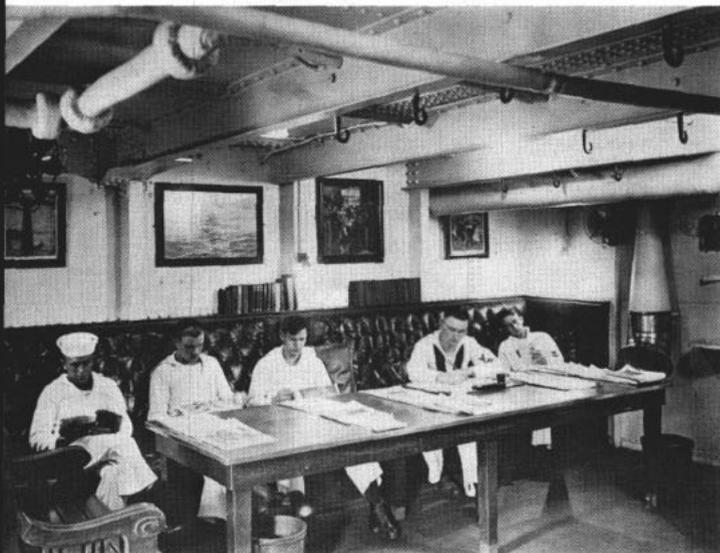
As a Navyman, you have a better chance to read books than almost anyone else in the entire world. If you are on board ship, your off-duty activities are limited, and so are the facilities for using your leisure time. It isn't surprising that almost every Navyman who has been at sea has spent an evening in the rack reading

a book he has picked up from the ship's library.

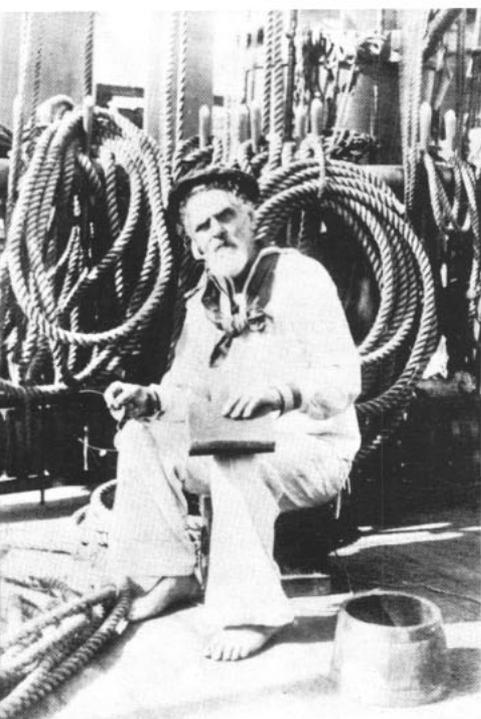
SHORE-BASED sailors have more activities to fill their spare time but they also have a greater variety in reading material, for most shore activities usually have a larger, well-stocked library.

In 1964 alone, the Navy added 154,000 volumes of non-fiction to its stock of books, plus 104,000 fiction works. These were all bound in hardbacks and do not include the 640,000-plus paperbacked books that went to

YESTERDAY'S LIBRARIES—Sailors of USS New Mexico relax in ship's library. Rt: Library action at NTS Pelham Bay, N.Y.



* Ibid., i.e. Navy Libraries.



OLD TIMER poses while reading on board *USS Mohican*. **Rt:** Carriermen take a book break to read and study.

Navy libraries throughout the world last year.

As a matter of fact, more than 11 million books have been added to ship and shore based libraries during the past 10 years by the Library Services Branch of the Bureau of Naval Personnel.

Broken down, this works out to more than 1,300,000 copies of non-fiction hardbacks, over 1,250,000 fiction hardbacks and nearly nine million paperback pocket books in both fiction and non-fiction.

PERHAPS because the Navyman has a better opportunity, he reads more books than the average adult American. A survey made on the

subject showed that about one fifth of the officers and enlisted men queried about their reading habits reported reading books about 10 hours per week over a 12-month period. Twelve per cent spent 15 or more hours with books.

Many of the books that go aboard ships are on professional subjects which help Navymen further their careers.

No two types of ship receive exactly the same kind of books, although certain books are on most lists. A nuclear submarine usually wants handbooks on chemistry, physics, mathematics, atomic energy and nuclear physics (Sample titles: *Principles of Nuclear Reactor Engineer-*

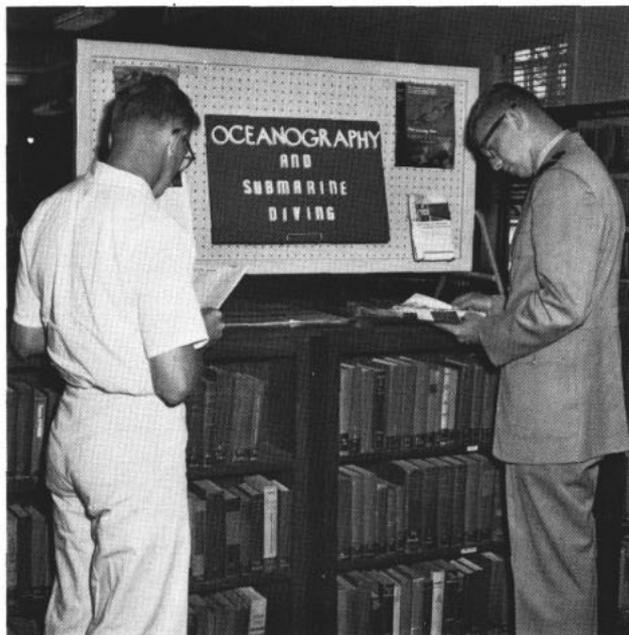
ing and *The Spy Who Came in from the Cold*.) A destroyer requested copies of *Beat the Last Drum* and *Mathematics Essential to Radio and Electricity*. The men on both ships read professional books and they read fiction, but the professional books vary considerably from one type of ship to another.

The kind of books ordered by the Fleet can usually be depended upon for a clue as to what is going in the Navy. For instance, when closed circuit television was first being installed aboard Navy ships, there was a wave of requests for books on television broadcasting and programing.

When ships are scheduled to visit ports strange to them, requests al-

BACK THEN—Hospital library at Great Lakes looked like this in 1924. **Rt:** Pacific island Navy library of WWII.





EARS AND EYES—Library's music room is popular at NAS, Alameda, Calif. *Rt:* Display draws Navymen at Newport, R.I.

ways come in for books on the culture of the country in question (Sample: *An Introduction to the Arts of Japan*) and for language books (*Italian in 20 Lessons*) which every sailor on board hopes will get him a date when he pulls liberty.

LIBRARIES and reading are not new to the Navy. Books have been placed aboard Navy ships and at shore stations since the early nineteenth century. If you had been there, however, you wouldn't have found many whodunits or, for that matter, any fiction at all. The first collections consisted largely of books on navigation, shipbuilding and other material of professional interest.

Even back in the old Navy, as the

pictures on these pages point up, Navymen were big readers. However, those who read anything not pertaining to the sea usually brought their books with them. Such is not the case in the modern Navy.

When a ship is commissioned, it is issued a library tailored to its mission, personnel and duty station, and this collection is updated periodically by additional new books.

Even small ships having a complement of less than 100 men are well taken care of. Collections on these ships are comparable to an extremely well equipped and up-to-date home reference library with special Navy interest material in the majority.

These collections will also have

some materials for self-education, literary classics and books on current science, technology, social science and literature.

THERE IS a reason for this choice of reading matter. Most men in a ship of this kind are young and unrated. Many of them are interested in continuing their education, and this type of library gives them an opportunity to do so.

Libraries in larger ships and at shore bases, of course, must supply larger numbers of Navymen with books. Their collections are therefore correspondingly larger, and the books provided also include subjects which cater to more universal tastes.

As any Navyman knows, the end of a long cruise usually finds the paperbacks from the ship's library pretty dog-eared and worn—a mute testimony to the pleasure and information they impart.

It is little wonder that Navymen, whether they are in a ship or stationed ashore, find diversion in the paperbacks, the magazines and the newspapers the library provides. Nor is it surprising that they find it to be the key to knowledge of the past and the contemporary scene.

With the tremendous increase in man's knowledge which has occurred in this century, the base or ship's library provides Navymen, who are frequently isolated from other sources of reading material, with an opportunity to keep abreast of the times.

—Robert Neil

World's Know-How: Doubled, Redoubled, Doubled Again

Each year the President of the United States sets aside one week to be observed as National Library Week. This year, the last week in April has been designated for that purpose.

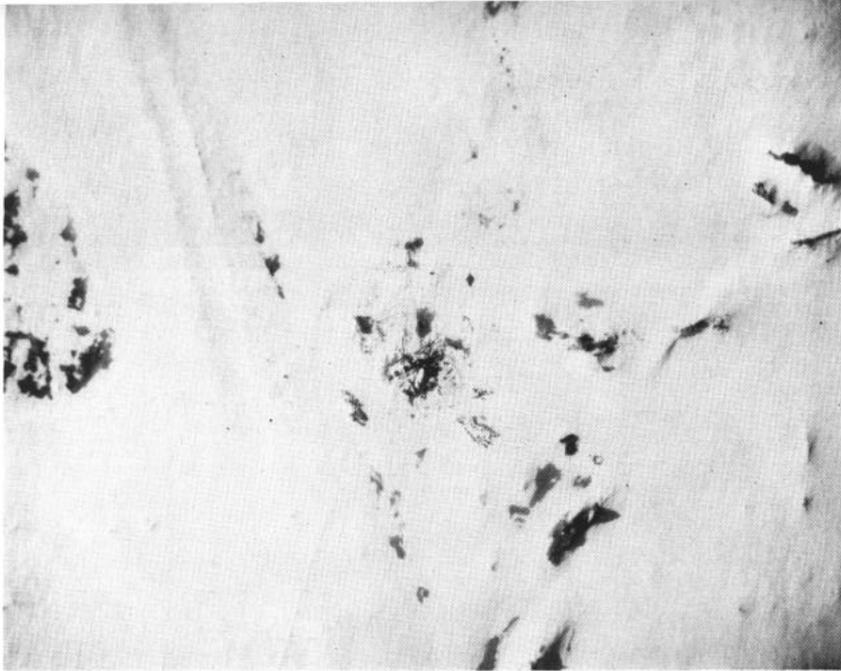
During National Library Week special efforts will be made by the Navy and by thousands of communities throughout the United States to encourage lifetime reading habits, increase the use of libraries and expand and improve the total reading and library resources of the nation.

Such an effort is particularly apropos in the last half of the twen-

tieth century, for the world's population, knowledge and technology have exploded, creating relentless new pressures for reading materials and for their maximum use and availability.

It has been said that the sum total of man's knowledge was first doubled in the early years of our century. Since then, it was redoubled in 1950 and doubled again in 1960.

With these figures in mind, the slogans of Library Week make more sense than before: "Open your future—Read" and "Know what you're talking about—Read!"



ARLIS II, with camp in center looks like this. Rf: Sea water sample is examined.

Duty on an Island of Ice

A FLOATING ice island adrift in the Greenland Sea is yielding information which may improve Navy operations in the arctic and sub-arctic regions.

Known as *Arlis II* (Arctic Research Laboratory Ice Station), the drifting laboratory is maintained and supported by the Office of Naval Research through the Arctic Research Lab, Point Barrow, Alaska. The island is about two miles long by one and one half-miles wide. Ice thickness averages 50 to 60 feet.

Fifteen men, including ten scientists and five support personnel, are riding the island at present. The men stay on *Arlis II* for periods of four or five months, then are relieved.

The main camp of ten prefabs contains laboratories, store rooms, liv-

CLOSE WATCH has been kept on temperature changes since floating island began journey at Pt. Barrow.



APRIL 1965

ing quarters and a mess hall. A weather research station is located half a mile away.

Supplies are flown in to the men on *Arlis II* via Navy R4Ds from Point Barrow and Keflavik, Iceland.

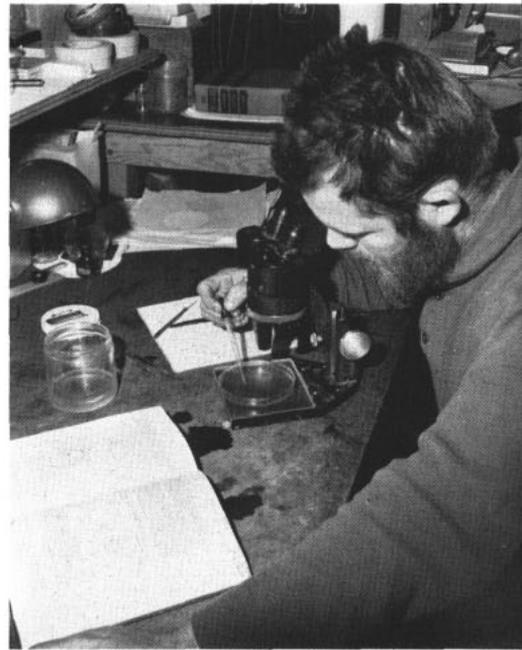
The camp was established in May 1961, when the island was about 130 miles north of Point Barrow. Since then, it has slowly drifted to its present position near Greenland, a distance of more than 1400 miles.

Arlis II's drift through the Greenland Sea toward the Atlantic Ocean will provide the U.S. with the first detailed study of this relatively unknown area. Surface ships have never penetrated the area in winter, and only rarely in summer.

The Greenland Sea is of particular importance to the Navy because it provides an important deep water access route for submarines into the Arctic Ocean.

Other results of the *Arlis II* trip are expected to include improvement of underice sonic and electromagnetic communications, navigation, detection and surveillance systems, including through-the-ice communications; improvement of submarine surfacing methods in sea ice; weather and ice forecasting; and experience in Arctic naval operations.

No definite time has been set for the termination of the *Arlis II* program. As the island continues to move southward toward the warmer waters of the North Atlantic, it will continue to be manned as long as



LANDING strip for plane is marked.

safety, logistics and scientific usefulness of the station permit. When the ice island finally has to be abandoned, then will come the screening and evaluation of the material gathered during the four-year project.

WALK FROM main camp to weather research station half a mile away is exhausting in -70 degree weather.



LETTERS TO THE EDITOR

Applying for Duty in Vietnam

SIR: I have received so many conflicting answers to the following questions that I am submitting them to ALL HANDS for the straight scoop.

Is duty in Vietnam strictly voluntary for Navy-men? If so, how does one apply?

If a man applies for overseas duty where dependents aren't authorized (Vietnam, for example), is he assigned to stateside shore duty when he completes the overseas assignment or does he remain on sea duty until Seavey sends him ashore?

Upon graduation from B school will I lose the NEC I carried when I entered the school, or will I be assigned orders according to my old NEC?—E. B. H., ATI, USN.

• To answer your first question, duty in Vietnam is not strictly voluntary. In fact, most assignments are made by EPDOPAC to men rotating to sea duty.

If you want to be assigned to Vietnam duty, indicate your wish on the duty preference form you will fill out just before you complete your school. If you are made available to EPDOPAC for assignment to sea duty, your preference will receive careful consideration.

Now about your coming ashore after duty in Vietnam; you would have to wait until your name comes up on Seavey for, as you probably know, duty in Vietnam doesn't fulfill the eligibility requirements for Seavey. You would, therefore, be reassigned by EPDOPAC to other sea duty.

As for question number three, there is no NEC to show completion of Class B School. You will retain the NEC coding you had and be assigned by rating and/or NEC, depending upon requirements which exist at the time orders are issued.—Ed.

Streamlined Annuity Plan

SIR: I am rather confused by form NavPers 591 (Rev. 4-62) which Navy-men must complete after 18 years of service creditable for basic pay purposes in order to protect their dependents under the Retired Serviceman's Family Protection Plan.

The form formerly used for this purpose had a block in which you could indicate you didn't want your retired pay reduced to provide an annuity for dependents. There was also an option four listed. The new form, however, doesn't have either of these boxes.

My questions are these: If I don't want to exercise any of the options provided by the plan, how do I indicate this on the new form now in use? Also,

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.

where is option four shown on the new form?—J. P. S., PNI, USN.

• Don't let efficiency confuse you. Navy-men no longer have to execute a form just to say they don't want their retired pay reduced to provide a survivor's annuity for their dependents. They just don't submit a form at all.

If they do want to provide an annuity, they execute the new and revised NavPers 591.

As for your other question: Option four can't be exercised except in conjunction with the other three options. The new form gives you an opportunity to do this without listing option four separately.

For the benefit of those who may be approaching their 18th year, here are the options a Navy-man can exercise if he does want his retired pay reduced to provide an annuity for his survivors.

• Option 1 provides a monthly annuity payment to your widow (who was your lawful wife on the date of your retirement) until her remarriage or death.

• Option 2 provides equal monthly payments to (or for) your eligible child-

Little Light Shed on This Star

SIR: I am somewhat confused by Article 1040, paragraph two of the Uniform Regulations. This section prescribes that stars shall be placed on the ribbon with two rays pointing down.

Does the regulation refer to the star's points, or is a ray the V-angle between the points?—R. H. M., PNI, USNR.

• To come straight to the point, the Regulation should have referred to the points of the star, instead of the rays, despite the fact that any astronomer will tell you stars have no points, and that light passing through the earth's atmosphere causes what are commonly termed rays. Because the term ray as used in the regulation is pointless, it will be changed to point in a future revision of "Uniform Regs."

We hope you get the point.—Ed.

ren (including stepchildren and adopted children) until they reach 18 years of age or marry.

This annuity continues after age 18 for mentally or physically handicapped children as long as they remain incapacitated or unmarried, provided the incapacity existed before their 18th birthday.

• Option 3 provides a monthly annuity payment to your widow until her remarriage or death, at which time the monthly payments are made in equal shares to your eligible children as specified in option two.

• Option 4 can be elected at the time you make your choice among the three annuity options listed above, but it is not properly a survivor benefit option. It is an extra (at extra cost) which provides for ending your retired pay deduction in the event your wife and children named as beneficiaries die or cease to be eligible while you are still on retired pay.

Depending upon your choice of any one or combination of the available options, you can provide your widow and/or eligible surviving children an income of one-half, one-fourth, or one-eighth of your reduced retired pay.—Ed.

Yeomen Can Do Almost Anything

SIR: There is a yeoman in our outfit who claims he is not qualified to stand an aviation type watch. He claims that, while stationed at a previous duty station, he knew another yeoman who wrote a letter to the Bureau about this. When the answer came back, it upheld this yeoman's belief saying, in effect, a yeoman is not qualified to stand an aviation watch dealing with the security of the hangar or with the aircraft assigned to the outfit.

I don't know what Bureau he wrote or when, but if for no other reason than information, I'd like to know if there ever was such a policy and, if so, is it still in existence?—B. J. B.

• We sent your query to the Office of the Judge Advocate General, and they could find no comment or correspondence made on this subject. What's more, they said, if such a question had been put to their office, it is unlikely it would have been answered in the manner indicated in your letter.

Yeomen, unlike hospital corpsmen, hold no distinctive status which would exempt them from military-type watches. Article 1355, "Navy Regulations" (1948), treats the special status of medical personnel and certain others, but it does not include yeomen.

We are not sure what you mean by

"aviation type watch," but we assume that the watch you have in mind is one that requires neither an expert in aviation matters, nor skills beyond those of the average yeoman. We also assume that the watch you have in mind is one which generally is regarded as guard or sentry duty—in other words, a security watch.

As you know, the word "watch" is used several ways as indicated in the "Bluejacket's Manual," 17th edition, page 21. On pages 159 through 165 of the "BJM" there is a discussion of the various types of security watches, such as sentry duty, fire watches, guard duty and barracks watches.

With this in mind, we can see no reason why a yeoman would be disqualified from standing such watches. The assignment of personnel usually is a matter for the commanding officer's discretion.—ED.

Retired or Retainer Pay

SIR: While I was reading *Rights and Benefits* (May 1964, NavPers 15885-B), I came across the article "Retirement—Plan It, Enjoy It." Since I will retire soon, I was, of course, quite interested.

As I understand it, to compute my retired pay I would take two and one-half per cent of the basic pay to which I am entitled at the time I retire and in the grade in which I am retired, and multiply by the total of the following: Total years of service creditable for basic pay purposes as of 31 May 1958, and total years of active service, including active duty for training, performed after 31 May 1958.

I will retire on 20 years, day for day, on 11 Oct 1967, but I will have a total of 26 years, six months for pay purposes as of that date. (I have broken service, but I was in the Reserve during the time I was out.) So, as of 31 May 1958, I had a total of 17 years' active and Reserve time.

With this in mind, will my retirement pay be computed as two and one-half per cent of 500 (base pay for over 26 years) times my total service (26 years) giving me \$325 per month? Or will it be computed at two and one-half per cent of \$500 times 20 years giving me \$250 per month?—E. F. M., ENCS, USN.

• Sorry, Chief, but you cannot "retire" on 11 Oct 1967. However, you can transfer to the Fleet Reserve at that time and be entitled to retainer pay. (Retirement will begin at completion of 30 years of combined active duty and Fleet Reserve service).

Another point we should clarify: Your formula for computing retired pay is the one which officers use, not enlisted men. Since you will be transferred to the enlisted Fleet Reserve, the formula for you is the one used to compute retainer pay of enlisted members.

Here's how to do it: Multiply two and one-half per cent times your basic pay (E-8 with over 26 years) times the total



ADDED PROTECTION—Members of USS Tutuila (ARG 4) repair department install seat belts in fellow crew member's car as part of ship's safety program.

number of years you spent on active duty (including your constructive time). With your constructive service, you should get a little more than \$250 per month.

For more information, check with *BuPers Manual*, Article C-13407, and the January issue of *ALL HANDS*, page 40.—ED.

Conditional Extension

SIR: Normally, the Navy will allow a man to reenlist three months before an extension goes into effect, and the extension is automatically dropped. On the other hand, Change 10 to *BuPers Manual* says a conditional extension can't be canceled once the conditions of the agreement have been fulfilled by the Navy.

I agreed to extend a while back, on the condition I would take part in Deep Freeze 1965-66. I am now serving in VX Six, so the conditions have been met—but the extension has not yet gone into effect.

Would I be allowed to ship over now, under the provisions of *BuPers Manual* which would guarantee me a school or duty assignment? Am I allowed to ship over now, period? If the extension goes into effect, must I serve the entire year, as per *BuPers Manual*, or could I reenlist three months before the extension is complete? It seems to me that compliance with the *BuPers Manual* would mean I would have to serve the entire year and consequently lose the three months constructive time which would otherwise be earned by shipping over three months before I would be eligible for separation.—R. L. D., PN2, USN.

• Generally speaking, once you have agreed to extend for a certain incentive, such as assignment to Deep Freeze, and the conditions have been fulfilled,

you cannot reenlist for another incentive until you have fulfilled the provisions of the contract. You may, however, before the extension becomes operative, reenlist either three months or one year early under Article C-1403, *BuPers Manual*, if your reenlistment is equal to or greater than the term of the extension.

If you want to reenlist for an incentive, such as school or duty assignment, you must serve your extension, with the exception of the last three months when you ship early. On the other hand, if all you wanted was to ship over, minus

PARTY TIME—Underprivileged children of Genoa, Italy, enjoy a party aboard USS Shadwell (LSD 15) while ship hits port after Med operations.





COUNTERINSURGENCY AIRCRAFT—Coin/Lara, the OV-10A, is scheduled to make its first flight this summer. A joint service board recently completed a week-long review of a mockup of the airplane which is being built under Navy contract. This aircraft was designed with the capability for performing a variety of missions, including observation and reconnaissance, helicopter escort, limited ground attack, target marking, gunfire spotting, liaison and utility. It will be powered by two turbo-prop engines and employs high lift devices that will make it capable of operating from small, unimproved fields. The mockup board, which included officers from the Army, Navy, Air Force and Marine Corps, studied the full-scale mockup to determine the contractor's adherence to specifications and suitability for its mission.

conditions, you could do this any time within the last three months before your extension went into effect or one year in advance pursuant to Article C-1403, BuPers Manual.

As for constructive service, the above probably answered your question. Either way, you can reenlist three months early and no constructive time will be lost. Incidentally, this is not in opposition to Change 10 of the BuPers Manual, for when you reenlist early, you are considered to have served the constructive time.—ED.

Delay in Receipt of Orders

SIR: According to the *Enlisted Transfer Manual* and back issues of ALL HANDS, a man on sea duty will be issued orders four months before his transfer. This, as I understand it, is to allow Navymen to make some plans in advance.

I am presently serving in COMNAV-MARIANAS. Since I'm on an overseas shore tour, my rotation date is firm. And I should have received my orders two months ago, but didn't. Many of my friends are in the same boat. This can work a hardship, since many men would

like to correspond with someone at their new duty station before transferring their families.

We are not exactly complaining, nor have we lost faith in the Seavey/Shorvey system. There must be a reason for a delay, and we would simply like to satisfy our curiosity.—B. C. H., YN1, USN.

• How right you are. There is a very good reason.

Going strictly by the book, you should have had your orders at least three months ahead of time. But as you're on overseas duty, you must be transferred on your tour completion date. If no CONUS shore vacancy exists at that time you would be sent to sea. For purposes of Fleet stability, this would force the Navy to extend you 14 months on sea duty.

However, in the case of Seavey-eligible Navymen serving ashore overseas, the Bureau does its best to keep this from happening. If no shore vacancy exists four months before your tour completion date, they will hold off on orders as long as possible in hopes something will turn up. They figure, and rightly so in most cases, a Navyman

would prefer a delay in receipt of orders to the 14-month extension on salt-water sea duty.—ED.

Navy Careers for Foreign Nationals

SIR: I am a Filipino with 10 years' service in the U. S. Navy. During these 10 years I have sought the opportunity to become a U. S. citizen.

Now, based on the Supreme Court decision in the so-called *Convento* case in July last year, I can become eligible for expedited processing of my petition for citizenship, since I served during the Korean conflict. But to be eligible, I must reenlist in the United States or have done so since 1 Jul 1955. This I have not done, although I would like to when my present enlistment expires in August.

A difficulty arises here, however, because as a yeoman (which is a "classified" rating), I—a foreign national—cannot advance or reenlist in my rating in accordance with BuPers Inst. 1440-5D.

In a case like this, what consideration will the Bureau make which might help me satisfy the requirement for citizenship, and enable me to pursue my Navy career? Will I be allowed to reenlist under the circumstances?—C. S. A., YN2, USN.

• To answer your questions we are going to explain some points you do not raise, since we have received queries from other Navymen about this subject.

First let us say that your two premises are correct. You are eligible for expedited processing of your petition for citizenship by virtue of your service during the Korean conflict, if you have subsequently enlisted or reenlisted in the United States. This means your enlistment must be effected within the three-mile limits of the continental U. S., Alaska, Hawaii, or such territories as Guam and American Samoa.

It is also correct that BuPers Inst. 1440.5D restricts personnel who are not eligible for a security clearance, by reason of citizenship, from advancing or reenlisting in a rating which requires access to classified information. This refers specifically to foreign nationals, who are not eligible for security clearance as explained in article 1508 of the "Navy Security Manual."

For the benefit of some who may not know, let us say that the above regulation is not new. It stems from Department of Defense policy adopted on 14 Sep 1950, which excluded all aliens (except immigrant aliens) from being eligible for a security clearance.

It is because of this policy that the Navy restricts individuals who are not eligible for security clearance from entering specialty fields in which they would eventually be required to handle classified information.

Personnel are now in ratings in which they cannot compete for advancement for two reasons: Some foreign nationals were in certain ratings—for which

they are not now qualified—before these ratings were placed on the exclusion list. Some have been permitted to enter or advance in “classified” ratings as a result of administrative oversight by local commands.

In 1963 the Bureau undertook a solution to this problem by placing these individuals in in-service training for conversion to a rating which does not require security clearance.

We are informed that you, for example, have been placed in training for the PN rating, and are assigned a conversion code of YN2(PN) 2699/0000. If you are successful on your cross-rate exam you may then continue to compete for advancement in the PN rating and the reenlistment restriction will no longer apply.

All personnel who are in this situation are thus afforded a path of advancement in their conversion rating. Should they desire to reenlist before they have cross-rated, they may submit an official request to BuPers via their commanding officer, referencing BuPers Inst. 1440.5D, to reenlist as in-service trainees for the conversion rating.

Such requests are considered on individual merit. Those who have made a genuine effort to qualify for the required change of rating, as evidenced by performance evaluation marks and examination test scores, will receive more favorable consideration than individuals who have made no effort to qualify for a change of rating in the spirit of 1440.5D.

Generally, permission would be granted in the case of a good performer where the reenlistment would make the individual eligible for U. S. citizenship.

Additionally, personnel in this category who convert to a rating that does not require access to classified information may request reversion to their former rating if they subsequently become U. S. citizens.

Further information on this subject is contained in BuPers Inst. 1440.5D.—Ed.

Date of Advancement

SIR: Our personnel officer contends that a man authorized to be advanced in the August examinations may be advanced any time before 16 November, effective the date the advancement is actually entered in the service record.

The only authority I can find is for advancement effective the date given in the advancement letter. Will you set us straight?

Another question concerning personnel—I have noticed that many commands are signing only the original of NavPers 792 for petty officers, second class and above and leaving the service record copy unsigned. Shouldn't both copies be signed?—J. L. R., PNC, USN.

• The answer to your question concerning the effective date of advancement is replete with exceptions, conditions and extenuating circumstances

Spare Float Needed

An SOS has gone out from the Curator of the Navy Department. After long efforts, an OS2U Kingfisher, the type that once flew from the battleship USS *Alabama* (BB60), has been located for display purposes. It is complete except for the main float.

Somewhere there may be a suitable float—if not from an OS2U, a float from a contemporary type that could be adapted to the plane. Replies should be sent to Director of Naval History and Curator for the Department of the Navy, Office of the Chief of Naval Operations, Washington, D.C. 20350.

but, generally speaking, any regular Navyman or TAR who meets the eligibility requirements is advanced to pay grades E-4 through E-9 on the effective date given in the letter which notifies him of his advancement

The entire picture is outlined, as you apparently already know, in paragraph 3e, Part V of BuPers Inst. 1430.7D.

As for the signing of NavPers 792, BuPers Inst. 1616.5 says only that the completed form shall bear the signature of the commanding officer (or the exec or a department head provided he is at least a lieutenant commander and has been authorized by the CO to sign.) The regulation does not specify that the copies need be signed.—Ed.

Constructive Time for Retirement

SIR: What are the advantages and disadvantages of transferring to the Fleet Reserve using constructive service? Any help you can give me will be appreciated, as my command does not have any information on the subject.—D. L. S., YN1, USN.

• If you transfer into the Fleet Reserve on the basis of constructive time rather than time actually served, you would be transferring at an earlier date, but your retainer pay will be less. However, the difference might not be that important to you.

In computing your retainer pay for 19 years, six months—20 years for all practical purposes—you would multiply two and one half percent times your base pay at the time of separation, then multiply the result by the number of years served, or 20.

Since constructive time is considered time served for retirement purposes, the 20 years, or final multiplier, would remain the same whether you base your computations on constructive or day for day service. The two and one-half percent also remains the same. Your base pay, however, would vary since longevity is based only on service actually performed.

Consequently, a PO1 finishing up with 20 years all told, but only 17 years, nine months actually served, would compute his pay: 2½ percent X \$333 X 20, which would come to \$166.

A PO1 who had actually served over

TWO-TON LIFT capability of UH-46C Sea Knight is key element in vertical replenishment concept, will eliminate much side-to-side rigging in transfers.





WASHDAY—Men of USS *Bainbridge* (DLGN 25) scrub decks with brooms, brushes and soap. Technical Navy still hasn't developed deck work button.

19 and six would compute his pay: $2\frac{1}{2}$ percent X 338.40 X 20, resulting in \$169.20.

The advantage (or disadvantage) in this case would be \$2.60 monthly.

On the other hand, don't overlook the fact that, should you remain on active duty long enough to retire on day for day service, you might be advanced to chief. And that would make a difference.—ED.

ETA OK, But Navigation Not So Good

SIR: I was happy to see you publish the story of *uss Platte's* (AO 24) 25th anniversary celebration. She deserves the pat on the back. Though I'm not one to pick nits, I couldn't help but notice your reference to her commissioning ceremony in San Pedro a quarter-century ago.

That's all very strange. As a plank owner I definitely—very definitely—

remember the day. But it was at the Norfolk Naval Shipyard, Portsmouth, Va. I'm sure of it. It was too cotton pickin' cold for San Pedro.

Also in the article you said she transferred 5,000,000 gallons of oil during the war. The 5,000,000 is probably accurate, but wasn't it barrels instead of gallons?—A. L. M.

• This is all very embarrassing. It was Norfolk and it was barrels and we do apologize. This time, we can't even blame it on the printer.

Not to change the subject or anything, but the only ships we know of which have joined the Over-25 Club are *Platte* and her sister *uss Cimarron* (AO 22).

Does anyone out there know of another one? Here are the rules: The ship must have been commissioned at least 25 years ago, never have been decommissioned and still be percolating.—ED.

Credit for Studies

SIR: When I submitted my application for the Warrant Officer Program, I had applied for the United States Armed Forces Institute college GED test and had started a USAFI correspondence course. Since then I have passed the test, completed the USAFI course and finished a Navy correspondence course.

How do I get the test and courses entered in my application? Or will the Selection Board be aware of these items without any further effort on my part?—R. P., RMI, USN.

• You don't have to worry about correspondence courses. When you complete a USAFI course, the U. S. Armed Forces Institute sends you a letter of completion, which states that a copy of the letter has been sent to the Bureau of Naval Personnel (Pers E-3) to be

included in your service record. (The same is true of the Navy Correspondence Course Center.) The Selection Board reviews the records of applicants and would, therefore, know that you have completed the courses.

Your college GED test, though, is another story. To have it included in your application (or any other documents or communication for that matter), you must send it to the Chief of Naval Personnel (Pers B-625). It must arrive before the Selection Board convenes—in your case, May 1965.—ED.

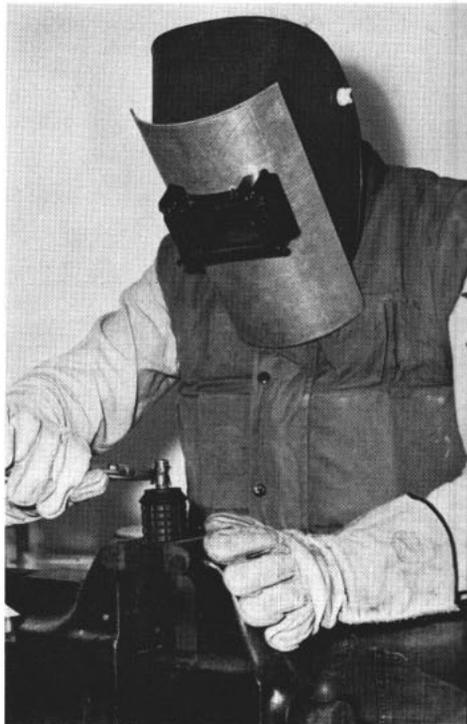
Fleet Reserve Recall

SIR: According to a yeoman buddy of mine, the Navy can recall a Fleet Reservist, without his consent, to perform several months of duty each four years. Is true?—G. W. M., DKC, USN.

• Is true. But don't feel bad if you've never heard of this regulation as it hasn't been invoked since World War II. In an outfit as complex as ours, little can be gained by ordering a man to duty for a mere month or so.

Nevertheless, the rule exists and may one day be enforced. To quote "BuPers Manual" (NavPers 15791A), C-13601, paragraph two: "In time of peace, enlisted members of the Fleet Reserve may be required to perform not more than two months' active service during each four-year period when so directed by the Chief of Naval Personnel."

EASY DOES IT—R. L. Darlington, AO1, of explosive ordnance disposal at Point Mugu, shows how WW II Japanese grenade was opened for inspection after it was found on vacant lot.



Left Will be Right in This Case

SIR: During World War II I served in the Army and was awarded the Belgian Fourragere. Since 1956 I have been on active duty in the Navy, and I have been wearing the Fourragere on the right shoulder as stated on the award.

But now, the question has come up at my present command as to whether I am still eligible to wear this award. Am I?—H. R. M., IC1, USN.

• Yes, you are entitled to wear the Fourragere, but according to "Navy Uniform Regulations" (1959) Article 1035.1.d, the device must be worn on the left shoulder instead of the right. Even if you were still in the Army, you would wear the award on the left shoulder.—ED.

It also says members of the Fleet Reserve may, with their consent, be ordered by competent authority to active duty at any time. This is practiced today, but in a very limited way. The only ratings qualifying for voluntary recall are: ET (E-6, 7, 8, 9); DS (E-6); ST (E-6, 7); CT, M and T branches (E-6, 7, 8, 9); CTR (E-6); FT (E-6, 8, 9); ST (E-6, 8, 9) AX (E-6, 7); and TM (E-8).—Ed.

Enlisted Advancement as Officer

SIR: Is it possible for a temporary officer with a permanent enlisted rate of E-7 to participate in the E-8 exams?

BuPers Manual, Art. C-1206, is the only reference I can find on this subject. This states: "A temporary officer in the program is eligible for all advancements of an enlisted member while in the program."

Does this mean just while he is going to school, or does it mean as long as he is in the officer program? Would also like to know what articles or directives cover this.—G. S. G., YN3, USN.

• *The article you refer to applies to NESEP students while they are pursuing a four-year college education.*

Actually, you have misquoted Art. C-1206. The paragraph states that "candidates" are eligible for advancement and doesn't mention officers.

As far as your basic question is concerned, temporary officers are not eligible for advancement to pay grades E-8/E-9, in accordance with para. 4.e., part V, BuPers Inst. P1430.7D.—Ed.

Extensions

SIR: I work on discharges and reenlistments, and I recently came across a situation to which I think I know the answer, but cannot find the authority for it.

An enlisted man, whose end of active

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 Croatan* (CVE 25)—A reunion for World War II officers is being planned in New York City for Labor Day weekend. For details, write to Edward R. Mack, 3001 Lawn Ave., Tampa, Fla. 33611.

• *uss Eisele* (DE 34)—A reunion is planned for members of the Engineering Group. For information, write to John F. Pitleck, Jr., 4630 No. Aldrich, Minneapolis 12, Minn.

• *NAS Columbus, Ohio*—The annual reunion is set for 26 June at North American Park, Columbus, Ohio. Write to Mac MacIntosh, 1329 Striebel St., Columbus, Ohio.

• *uss California* (BB 44)—A reunion is scheduled for the week of 20 June in Minneapolis. Write to Jack Land, 100 LaHavre, Florissant, Mo.

• *Seventh Battalion, USNR* (Jersey City, N. J.) A reunion is being planned. For details, write to Harry Levine, 153-25 88th St., Howard Beach, N. Y. 11414.

• *Destroyer Squadron 48*—The

17th annual reunion is planned for squadron members and those who served in the following ships: *uss Walker* (DD 517), *Erben* (DD 631), *Stemble* (DD 644), *Kidd* (DD 661), *Chauncey* (DD 667), *Abbot* (DD 629), *Hale* (DD 642), *Bullard* (DD 660), and *Black* (DD 666). For details, write to Harrold F. Monning, 310 East 8th St., Kewanee, Ill. 61443.

• *75th Seabees*—A reunion is planned in conjunction with the National Seabee Veterans of America at the LaSalle Hotel, Chicago, on 19-22 August. For information, write to Harold A. Clayton, 333 North 39th St., Milwaukee 8, Wis.

• The Naval Academy Class of 1946 will have a reunion in Washington, D. C., during the week end of 4 to 6 June 1965. A formal dinner dance will be held at the Sheraton-Park Hotel on Saturday, 5 June. For information write to CDR Adam P. Kulik, usn, 1271 North Van Dorn, Alexandria, Va.

obligated service (EAOS) is, say, 15 Apr 1965, wants to reenlist for six years, but he has a two-year extension which has not yet become operative. Now, if he reenlists within the three-month period before his extension goes into effect, does this cancel his extension? Authority?—T. S. K., PN3, USN.

• *Yes, in this case the man's new reenlistment contract cancels his extension. (A cancellation entry as indicated*

in exhibit 1A-3, Art. B2311, "BuPers Manual," is made on Page 1A on date of discharge.) However, he must reenlist for a period that is as long as or longer than his extension. If a man who has a four-year extension wants to reenlist for two years so he can cancel it, he'll find that he can't.

"BuPers Manual" is your authority. See Articles C-1403 for reenlistments, and C-1407 for extensions.—Ed.

WHEREVER YOU ARE SEND ALL HANDS TO THE FOLKS AT HOME

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS Magazine, to be mailed to the following address for 1 year. Subscriptions are also accepted for 2 years for \$5.00 and 3 years for \$7.50.

NAME _____
ADDRESS _____

(For prompt filling of order, please mail this blank and remittance direct to the Government Printing Office, Washington 25, D.C. Make check or money order payable to the Superintendent of Documents.)

Subscription for mailing to a foreign country without an FPO or APO is \$3.50 per year.

Check one: One year Two years Three years

tion of speedletters are so loosely written that in actual practice, several methods of preparation are used; also, it is permissible to type a speedletter on a regular letterhead sheet, rather than on the pre-printed form. What this amounts to, is just another method of preparing a standard naval letter—which is not really “standard.”

Elbie R. Harris, YN1, USN
COMFAIRWESTPAC

• This proposal is currently under consideration. More later.

Dear SCRAP:

The December 1964 issue of ALL HANDS contained a letter from “A Captain, USN” concerning, “the continuing demand by headquarters, offices, and agencies in Washington, D. C., for information and, therefore, reports . . . when in fact the information is already available. . . .”



This master jet base has been directed to comply with the reporting requirements of 344 recurring reports. As a result, a total of 4234 reports have been submitted during the past year. In the past six months, 2368 reports were submitted which included one-time, non-recurring reports. The manhours required in the preparation of these reports runs into the thousands of hours. As verification, a recent survey of 256 reports, which have possible Automatic Data Processing application, require 66,111 manhours to prepare or 31.8 manyears. In addition, a one-time, non-recurring report required, at the best estimate, 572 manhours to prepare. With this additional workload, and in the majority of cases, because of austere funding and reduced personnel, productive effort on the normal day-to-day air station work is delayed.

For the Scrap Program to be successful, it must have impetus at the top. We in the field can only comply with the directives from above to submit the reports. Locally, unessential reporting and other paperwork have been and are being reduced, but as such reductions are made, more reporting requirements from above are laid on.

S. D. Wright, CAPT, USN
Commanding Officer
NAS Cecil Field, Florida

• Captain Wright makes the point. A successful reduction of reports and paperwork will take place only with the active interest of the Navy's top executives. Such top level interest sets the climate for lower level operations. Project SCRAP elicits top level executive action by providing general information on the paperwork problem and by referring specific questionable items to top executives for evaluation and action.

Because the Navy is such a large and complex organization and because there is now such a monumental amount of paper in existence, all top executives need help in identifying items to be SCRAPped. CAPT. Wright is on the right track:

First, identify and eliminate locally created paperwork nonessentials;

Next, when the requirement is not local, bring it to the attention of the originating command or commands;

Finally, alert Project SCRAP if the source of the problem is uncertain or if it appears to be general or Navy-wide in scope.

• In the SCRAP Heap feature in the December ALL HANDS, a “LT Anonymous” reported that the practice of submitting handwritten, instead of typewritten, deck logs had resulted in an increased workload on his ship, rather than a decrease. This was primarily because poor penmanship and command insistence that the logs be “letter-perfect,” forced re-copying of too many entries. As we pointed out in decrying this practice, logs are not supposed to be “pretty,” just accurate and legible; and we

★ PROJECT SCRAP ★	
<input type="checkbox"/>	IS THIS REALLY NEEDED
<input type="checkbox"/>	PLEASE CHECK DISTRIBUTION, IT APPEARS EXCESSIVE
<input type="checkbox"/>	IN THE INTERESTS OF SCRAP THIS CANNOT BE APPROVED
<input type="checkbox"/>	PLEASE CONTACT SCRAP OFFICER
<input type="checkbox"/>	OTHER

“SCRAP STAMPS” are proving useful in SCRAP drive; one of the best is this used by Office of Naval Material.

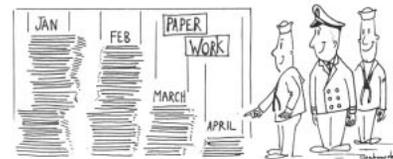
have received some amplifying suggestions from the navigator of uss Northampton (CC 1), Lieutenant Commander A. G. Kelley, Jr., which we pass on:

“Our ship has approximately 25 OOD's, underway and in-port watch standers. Of this group, more than 20 consistently turn in outstanding logs. There is a small group who, due to their own careless mistakes (not small corrections for these are completely acceptable—but large errors

or omissions) do spend a considerable amount of their time rewriting logs. On our ship, if an officer, through his own mistakes, has to rewrite the log, he rewrites the entire log himself, carries it around for resigning and returns it to the navigator.”

LCDR Kelley points out that the frequency of such large errors was drastically reduced when this system was initiated. “In the past month,” he states, “we have only had two or three logs rewritten and then only one person was inconvenienced—the one who made the mistake.”

As to penmanship, and log writing in general, LCDR Kelley offered this comment, which we wholeheartedly endorse: “The ship's log offers the young officer a unique opportunity to establish early in the game his professionalism as a deck watch stander. It is his log for the period of his watch, an official record written in his own hand with his signature affixed. It should be viewed as such by all officers concerned and completed with the same amount of personal pride and attention that is given to other areas of military endeavor.”



• A note on PODs: Every command has its own way of presenting the daily routine, in the Plan of the Day. Much time can be saved by establishing a permanent instruction which sets forth the standard daily routine. Then each POD could refer to the permanent directive and list in detail only those items changing or adding to the standard plan. This will work and is desirable.

It is an acknowledged fact that information presented in the same format day after day gets a little boring and is likely to be overlooked or ignored. Since all hands are held responsible for the information contained in the POD and for compliance with it, the POD must be prepared in a manner that will demand or capture attention. It will then be a much more useful and effective means of informing the crew of things to be done, of publishing reminders of command regulations and announcing opportunities and other items of interest to all hands.

P.S.—

Keep your suggestions coming.



NAVY FAMILY watches Viking flyover as VAH-10 arrives at NAS Whidbey Is. Rt: Viking is greeted by family.



Return from Vietnam

THE VIKINGS of VAH-10 announced their return from WestPac with a mass formation flyover at NAS Whidbey Island, Wash., then landed amid the cheers of families and friends to be welcomed home.

Signs of greeting were prominent among those who waited for the landing and in store windows at nearby Oak Harbor. Balloons were plentiful in the crowd, making the event much like a parade.

During the cruise aboard *uss Constellation* (CVA 64), the squadron logged over 3900 flight hours and 1085 arrested landings. Twenty-one men became *Constellation* Centurions. Squadron members were also awarded Navy Unit Commendation ribbons and Armed Forces Expeditionary Medals for participation in 7th Fleet operations in Southeast Asia, including strikes in Vietnam's Tonkin Gulf.

But the biggest thrill was the return home.

WOULD-BE Vikings salute arriving Navymen with swords. Rt: Husband meets wife after nine-month WestPac cruise.





'DOC'S IN' Leadonne G. Myers, HM3, USN, holds sick call with aid of an interpreter. Rt: Fortifications around Ky Ha.



BACKGROUND REPORT

Behind the

LAST SEPTEMBER ALL HANDS published a roundup on the Navy in Vietnam, intended to acquaint the average reader serving elsewhere about duty in this theater. As the latest accounts on recent activities in that area point up, the Vietnam story is very much on the front pages. But behind the headlines there are other reports of the day-to-day routine experienced by many Navymen who are now serving or have recently seen duty in the Vietnamese theater.

Individually, their stories—if they are published at all—would be relegated to the back pages. However these accounts will serve to fill out the picture, and demonstrate to a very small extent the variety of roles a sailor may experience in today's Navy, ashore or afloat. They are tough, challenging jobs, for the most part unexciting. Collectively they add up to something really significant.

Corpsman in Vietnam

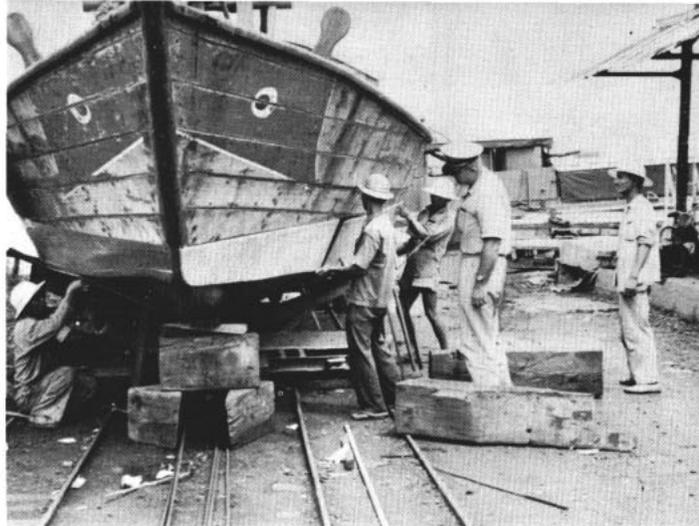
"This was an experience I'll never forget" says Leadonne G. Myers, Hospital Corpsman Third Class, USN. He was back in his ship, *uss Pine Island* (AV 12), after volunteering for an assignment in Vietnam.

Myers and Wayne E. Helsel, PH2, had joined the South Vietnam Junk Force some months back for a

PROSPECTIVE Junk Force sailors return after simulated mission under watchful eyes of a U. S. Navy instructor.

SOUTH VIETNAM motorized junk sets out to hunt for Vietcong. Rt: Navy advisors LT R. K. Reilly, USN, and C. E. Scott, EN1, USN, with two crew members of the junk that Navymen Helsel and Myers rode while on their mission.





SHOP TALK—U. S. Navy advisor to Eastern Repair Facility, Navy Lieutenant Fulton R. Wynn, checks progress of repairs.

Headlines: Duty in Vietnam

routine patrol into the region south of Da Nang, South Vietnam. Theirs was a medical mission to a disease-plagued village, Ky Ha, and to a nearby hamlet recovering from a recent Vietcong raid.

The two U. S. sailors received their assignments from the commanding officer of *Pine Island* at the request of Lieutenant N. Orrik, USN, at that time the Senior U. S. Naval Advisor to the Vietnamese Junk Force. Loaded down with all the medical supplies they could carry, the two men boarded a South Vietnamese junk and struck a southerly course for Ky Ha, eight hours distant.

Ky Ha was a well-fortified village surrounded by three separate rings of barbed wire entanglement. A South Vietnamese force manned machine gun emplacements surrounded and nearly hidden by the barbed wire. Ky Ha was prepared to fight for its life, and Corpsman Myers was ready to wage a battle of his own on the many diseases in the area.

Qualified to treat minor injuries and ailments, Myers held repeated sick call for the South Vietnamese sailors and the civilian population. Assisted by Hesel and an English-speaking South Vietnamese naval officer, he administered antibiotics, medicines and vitamins to his patients.

While they were at the village, word came back that

the Vietcong had made a raid on a nearby hamlet and inflicted a number of casualties. The officers and men of South Vietnamese Junk Force planned a retaliatory raid on a nearby coastal area suspected of being a Vietcong hideout.

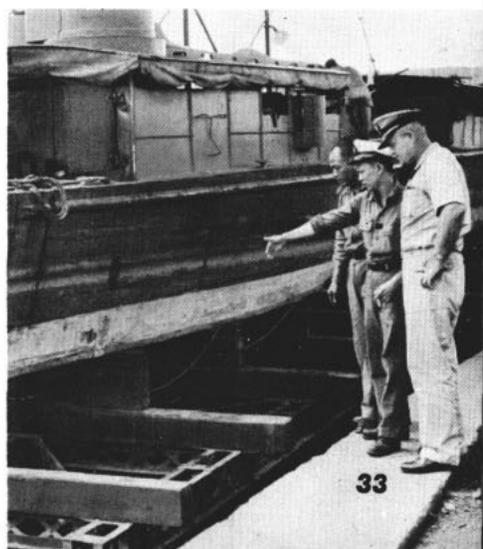
Four motorized junks left Ky Ha at 0400 in formation. They headed south, paralleling the coast, and prepared for their strike.

The lead junk blinked a Morse code signal to the formation and all the junks turned, heading straight toward the shore. Using their bow- and stern-mounted machine guns to strafe the beach as they approached, the men prepared for landing.

Hesel and Myers, accompanying the South Vietnamese sailors, jumped ashore and spread out into the jungle. With medical kits on their backs, they were ready to provide first aid to the sailors and friendly natives in case of injury.

In the bush, North and South Vietnamese would be indistinguishable except for easily identifiable marks. In addition to rolling up their sleeves to indicate the symbol "friendly," the South Vietnamese sailors also displayed "SAT CONG" tattooed across their chests in two-inch letters. Translated SAT CONG means "Destroy communists."

OVERHAULING—Civilian workers construct new rudder and caulk decks. Rf: Navy advisor looks over a new job for yard.





CAN DO IN VIETNAM—Seabee built Moc Hoa Strike Force Camp looks like this. *Rt:* Canal allows boats near camp.

After penetrating approximately three miles inland, the landing force captured seven members of the Vietcong. The trip back through the jungle was without incident.

Returning with their Vietnamese shipmates to Ky Ha, Myers and Helsel set about once again at the task of treating the wounded and ill.

A number of the South Vietnamese sailors suffered from upper respiratory ailments. Due to the lack of medical facilities, they could be given only limited relief. But, with the supply of drugs he had, Myers did his best. The children in the village suffered mainly from vitamin deficiency, plus eye infections and impetigo, a skin disease.

The medical supplies exhausted, Myers and Helsel returned with the Vietnamese team from their special assignment into the interior. This particular mission was a small one, but it is representative of the many unusual jobs Navy men are performing today in war-torn Vietnam.

Operation Junk Yard

As reported in the September 1964 issue of *ALL HANDS*, another unusual job U. S. Navy men have is that of advising the Vietnamese Navy on the operation of its special fleet of junks. Located along the coast of the China Sea from the 17th parallel south to the 15th parallel, the First Coastal District Junk Force has 110 junks assigned to patrol 120 miles of coastline. This district, located approximately 400 miles northeast of Saigon, is patrolled by three types of junks: 55-foot command junks, 44-foot motor-sailer junks, and 31-foot sail-only junks.

These vessels are under the direct command of a

lieutenant in the Vietnamese Navy. His American counterpart is a lieutenant in the U. S. Navy.

The force is charged with providing a barrier against infiltration by communist insurgent junk movement into Vietnamese waters.

The junk force crews are authorized by the government of Vietnam to board and search any vessel inside the 10-mile fishing limit.

Armed with 30-cal. machine guns, Thompson sub-machine guns, Browning automatic rifles, M-1 carbines, hand grenades, flares, 2½-foot knives and other hand-to-hand combat weapons, this Navy force patrols the seas in groups of seven: one motorized and six sailing junks.

How is this Junk Navy kept in condition? How are repairs made? Even a sailing junk needs a periodic overhaul—how is this accomplished?

The answer to this question lies, in part, in its repair facilities.

The Vietnamese Navy's Eastern Repair Facility in Saigon is a busy operation today. In a relatively short period of time, it underwent a transformation from an overgrown patch of weeds and obsolete, rusted equipment to a junk and river craft repair station that restores more than 100 boats each month.

The Naval Advisory Group's U. S. advisor to the facility, Lieutenant Fulton R. Wynn, credits Lieutenant Nguyen Ninh Cong and a group of Vietnamese Navy men and civilian workers for accomplishing this feat. The transformation took several months. They started in December 1963.

Since that time, the Eastern Repair Facility has grown from a pile of unusable equipment to a thriving activity. It has also expanded its mission. Originally, it was to make minor repairs to river patrol craft. Now it makes

LOCAL HELP—Vietnamese lay wall for building at Moc Hao. *Rt:* Seabee ingenuity turns dump truck into water truck.





ON THE ALERT—Vietnamese Junk Force searches for Vietcong contraband shipping. Navy advisors sail with them.

repairs to these craft, plus eight major overhauls to junks from the Coastal Force.

The facility is currently using three marine railways, simple railroad tracks that extend down into the water at deep water landing points. At the head of each of these railways is a large electric winch that pulls the boats, attached to skids, from the water and onto the beach.

The junks are completely reconditioned throughout, including replacing the bottoms on some and doing a complete engine overhaul on all. In addition, the junks are outfitted with living conveniences while they are at the facility. The small cabins on the motor-sailer junks are being widened to give more crew sleeping space, and all of the cabins are being outfitted with an air vent to allow the crews to get more fresh air in the cabin.

The operation of this facility points up the work of the Vietnamese Navy and American Navy advisors in the complex job of defending the waterways of South Vietnam.

The STAT Story

"STAT" identifies a group of small but highly effective Seabee construction teams which have completed a successful assignment—or rather, series of assignments—in Vietnam.

Let's take STAT 0503 as an example. Its tour of duty has ended and it was followed by another, equally efficient unit, STAT 1003, but its work lives on.

STAT is the official abbreviation for Seabee Technical Assistance Team, a relatively new type of military unit within the Navy's construction forces.

Composed of 12 well-qualified enlisted men and one Civil Engineer Corps officer, each team is deployed from its parent organization, a Mobile Construction Battalion (MCB), as an independent unit capable of general construction work at isolated locations.

Seabee Technical Assistance Team 0503, under the command of Lieutenant F. M. Oxley, CEC, usn, departed Port Hueneme, Calif., on 2 Jan 1964 for the Republic of Vietnam. After a brief stopover on Guam for a final outfitting with their parent organization, MCB Five, they arrived in Saigon on 7 January and immediately began preparations for going "up country."

Displaying typical Seabee vigor, they were on station two days later at Minh Thanh, about 50 air miles north of Saigon in Binh Long Province.

The team's first assignment, in support of U. S. Army



CAMP and airfield were carved out of the jungle by CBs.

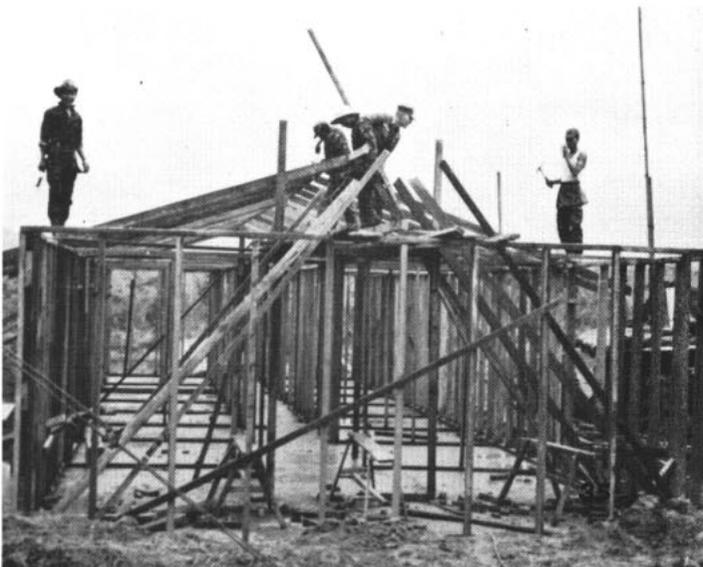
Special Forces, was the construction of a complete new camp for the Vietnamese Civilian Irregular Defense Group (CIDG), more commonly known as "Strike Force" troops. Facilities for the U. S. Special Forces "A" detachment of a Vietnamese Special Forces "A" detachment, and 400 Strike Force troops were included.

All were to be enclosed by fighting positions, a moat eight feet deep by 10 feet wide, and three barbed wire fences. Camp layout and construction began immediately.

A total of 20 buildings were constructed, most of which were 20 by 50 feet in size, with wood frame supporting a corrugated metal roof over a concrete slab. Complete water and sewage systems were installed. Four machine gun bunkers were fabricated from steel, and concrete was used to construct an underground ammunition bunker and a two-story command bunker.

A dispensary was built of concrete blocks (these were produced on the job site). Vietnamese workers, instruct-

SEABEE team member instructs Vietnamese at camp site.





WELL DONE—Seabees, Vietnamese work together while lowering a casing into a hand-dug well at new camp site.

ed and supervised by the Seabees, quickly learned to operate a one-block machine, and attained an average production of 150 high quality, standard concrete blocks per day.

As soon as the Minh Thanh camp was completed, STAT 0503 promptly accepted another assignment and moved, via Saigon, to a new location approximately 50 miles west of that city.

The new site, known as Moc Hoa in the Kien Tuong Province, presented an entirely different work environment.

Unlike Minh Thanh, which is located in a region of heavy jungles interspersed with rubber plantations, Moc Hoa lies in the upper Mekong delta, an area covered only by buffalo grass as far as the eye can see, and almost completely inundated during the latter part of the rainy season, from September through November. Temperatures are in excess of 100 degrees Fahrenheit. Another distinction at Moc Hoa is the occurrence of strong winds daily.

Again the schedule called for construction of a Strike Force camp. However, the first order of business was dictated by the problem of flooding.

The entire camp had to be raised above the surrounding terrain approximately five feet. This required the movement of 28,000 cubic yards of earth with a rather modest equipment inventory: One TD-9 and two D-4 tractors, a front-end loader, and three antiquated dump trucks of World War II vintage. The trucks were frequently a problem, but a great deal of ingenuity and hard work on the part of some Seabees mechanics (plus

COMPLETE JOB—When Seabee Technical Assistance Team 0503 finished in Minh Thanh the camp looked like this.



large quantities of baling wire) kept them operating. Work on the earth fill was further complicated by the heavy rains which began on 30 April and continued steadily for 24 days. Total rainfall in that period was 20 inches.

Ten buildings, each measuring 10 meters by 18 meters, were constructed in a manner similar to the Minh Thanh job, except that brick siding and grouted brick decks were used. The absence of suitable aggregate at Moc Hoa ruled out the use of concrete. In addition, six smaller frame buildings were provided for miscellaneous camp use.

Water and sewage systems were installed, with toilets and showers for the living spaces. Command and ammunition bunkers and several fighting positions were constructed also. All structure were completed by 10 June.

The importance of water transportation in the delta country gave rise to another unusual feature of the Moc Hoa assignment. The Seabees of STAT 0503 constructed a boat basin and 300 yards of canal to connect with an existing canal so the Special Forces patrols could bring their assault boats into the camp. To round off that job properly, they also built two plywood and mahogany boat hulls which could be powered by aircraft engines.

The success of a construction mission in a remote, primitive area always depends to a great extent on the efficient use of materials available locally. At Moc Hoa, practically no materials were available, but STAT 0503 met the challenge with the usual Seabee spirit; they started their own brick factory and got high-quality results. Using one-brick machines, they supervised Vietnamese laborers in the production of rammed soil-cement bricks at a rate of approximately 5000 a day. The record-holding four-man Vietnamese crew on one machine produced just over 2000 in one day. All of the bricks were used in the camp construction and served the purpose very well.

By midyear, the team was packed and ready to accept another construction assignment. Air transport was provided immediately—a movement which required 15 plane loads in C-123 type aircraft—and they were at work without delay on the new site, Bu Gia Map, 100 miles north of Saigon.

Again they were working in the jungle, but this time in a hilly area with a much cooler climate. There was no escape from the rain however; it continued to hamper work severely. During one 9-day period, rain fell continuously.

At Bu Gia Map the work consisted of extensions and improvements to the airstrip, camp improvements, and construction of a church, school and dispensary in the village of the Montagnards, the hill-country people of Vietnam.

Two days after being relieved by STAT 1003, STAT 0503 was on the way to Saigon and thence by air to Okinawa to rejoin MCB Five.

Justly proud of their outstanding accomplishments during seven months of arduous duty under the most primitive and difficult conditions, they closed another chapter in the history of the Seabees with their report, "STAT mission accomplished in Vietnam."

Building an Airstrip

Another Seabee team, STAT 0504, under the command of Lieutenant (jg) Roger Frauenfelder, CEC,

USNR, performed a similarly difficult mission. It, too, was deployed to the central Vietnamese highlands in January 1964. Based at Pleiku with Army Special Forces II Headquarters, its initial assignment was the construction of a 1500-foot airstrip, a dispensary building and a water tower. During the first six weeks of operation, the team also worked at outlying Special Forces camps, extending an existing airstrip an additional 800 feet, and clearing fields of fire for defensive positions.

The entire team was regrouped at Pleiku by the middle of February 1964 for an all-out effort in the construction of a new Special Forces camp in the area controlled by the Vietcong. STAT 0504, with its equipment, plus a Special Forces team, and a security force of 350 Vietnamese soldiers convoyed a distance of 75 miles to the new location. At one point almost all of the 37 vehicles in the convoy had to be pulled across a rain-swollen stream.

The campsite had been an old French fort. The Seabees began work immediately; primitive living conditions were soon erased with the erection of temporary shelter and sanitary facilities.

After eight weeks of hot, dusty work the area had been transformed from a jurgle-covered hill to an effective base for operations against Vietcong insurgents.

Camp facilities included six permanent buildings with showers (which are rare items in Vietnam), a well, underground ammunition and communications bunkers, and an airstrip 2000 feet long, capable of supporting fully loaded C-123 aircraft.

This last job alone required 12,000 cubic yards of earth fill.

Having completed the camp, the team convoyed all equipment out of the mountains to the coast city of Qui Nhon, where they went aboard an LST.

Sailing southward, they debarked at Nha Trang, a city which lies approximately 200 miles northeast of Saigon. Here the equipment was readied for the next project, which would take STAT 0504 about 30 miles farther down the coast to a Special Forces camp known as Dong Ba Thin.

The new schedule called for the construction of an airstrip for medium sized cargo aircraft, and clearing of a one-half mile square area which was covered with trees, brush, swamps, and ant hills 10 feet high.

Shortly after starting this job, half the team was called back to Nha Trang for four weeks of priority work. The clearing project had been finished by the time the team was regrouped at Dong Ba Thin, and full effort was turned toward the airfield construction.

With only four weeks remaining in the deployment schedule, there was some question as to whether the airfield could be completed. That question was answered 21 days later when a twin-engine transport landed on a new runway, 2300 feet in length.

Now working in Vietnam is STAT 0505. This team has been employed in civic action work, assisting in flood relief, repair of local schools and civic buildings, and the improvement of roads and bridges.

Vietnamese Medal for U. S. Navyman

A U. S. Navyman is the recipient of the Vietnamese Army's Medal of Merit.

In a quiet ceremony at the headquarters of the Vietnamese Army Airborne Brigade, Machinist's Mate First Class Philip G. Ambrose of Philadelphia, Pa., recently received the award from Major Van Van Cus, command-



STAT MEN—Navyman of Seabee Technical Assistance team 0505 pose for photograph in Quang Tri, Vietnam.

ing officer of the Vietnamese Brigade's medical company.

Ambrose was cited for assisting in the care of wounded Vietnamese at both the Cong Hoa military hospital near Saigon and the Airborne Brigade's dispensary.

Working long hours on his own time at his own expense, Ambrose arranged for the construction of health and comfort facilities, as well as providing entertainment and gifts, and boosted morale and friendship among the personnel of the Vietnamese military forces.

Assigned to the U. S. Navy Headquarters in Saigon, the 24-year Navy veteran was a one-man people-to-people program. His list of welfare work accomplished in Vietnam involves hundreds of projects, large and small, mostly devoted to boosting the morale of wounded Vietnamese soldiers.

His efforts also include establishing libraries aboard Vietnamese Navy ships; work during a cholera epidemic which won him special recognition by the Vietnamese Ministry of Health; assistance to families displaced by fires in Saigon; and medical care for crippled children.

Known by name to hundreds and by face to thousands of Vietnamese, Ambrose has spent nearly all of his off-duty time in Vietnam pursuing his welfare work. He has channeled surplus and unusable equipment and materials destined for the scrap heap to recreation, sanitation and food preparation facilities for Vietnamese military hospitals and bases.

When Navyman Phil Ambrose leaves Vietnam (his tour was recently completed), he will be missed by thousands.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



CLAIMS NEW RECORD—Crew of USS *Stickell* (DD 888) rigged two stations in one minute, 27 seconds while refueling from *Canisteo*. Can anyone top this?

New Ships, New Billets

All across the country new duty stations (floating type) are under construction. Two of these new ships already have joined the Fleet, three others were launched while another three, in addition to receiving their names, had their keels laid.

The amphibious transport dock *uss Austin* (LPD 4) was commissioned at the New York Naval Shipyard. Named for the capital city of Texas, *Austin* is the fourth ship to be built specifically as an amphibious transport dock.

She is 570 feet long, has a displacement of 16,600 tons fully loaded and has a crew of 513 officers and men.

Authorized in the Fiscal Year 1962 Shipbuilding and Conversion Pro-

gram, *Austin's* keel was laid on 4 Feb 1963 and she was launched 27 Jun 1964.

The destroyer escort *uss Edward O. McDonnell* (DE 1043) was commissioned at the Charleston, S. C., Naval Shipyard.

McDonnell is named in honor of VADM Edward O. McDonnell who, because of his heroism in the battle of Vera Cruz (April 1914), was awarded the Medal of Honor.

She is armed with the drone anti-submarine helicopter (*Dash*), anti-submarine rocket launcher (*Asroc*), antisubmarine torpedoes, and a single 5-inch/54 caliber gun mount. In addition she is equipped with a variable depth sonar and, mounted in her bow, an integral long range sonar.

McDonnell is 414 feet long, has a beam of 44 feet and displaces 3400 tons. Her keel was laid 1 Apr 1963 and she was launched 15 Feb 1964.

The submarine tender *Canopus* (AS 34) was launched at Pascagoula, Miss. She is the second Navy ship to bear the name.

The new *Canopus* is designed to provide mobile base support facilities for nuclear powered submarines including the *Polaris* variety. Her keel was laid 2 Mar 1964, and she is scheduled to be commissioned late this year.

The first *Canopus*, also a sub tender (AS 9), was in the Philippines at the beginning of World War II. Although subjected to continued attacks, she faithfully served her subs and other ships until the Philippines were surrendered. At that time, *Canopus I* was scuttled by our forces to deny her use to the enemy.

The destroyer escort *Voge* (DE 1047) was launched at Bay City, Mich. She is named for RADM Richard G. Voge who, as Operations and Combat Intelligence Officer of the Pacific Fleet Submarine Force, received the Distinguished Service Medal for his work.

Voge, designed primarily for anti-submarine warfare, is 414 feet long, has a beam of 44 feet and a standard displacement of 3400 tons. She will be equipped with *Dash*, *Asroc* antisubmarine torpedo launchers and a 5-inch/38 caliber gun forward and aft. Her keel was laid 21 Nov 1963.

In Seattle, Wash., the amphibious transport dock ship *Denver* (LPD 9) was launched. She is a *Cleveland* class LPD with a length of 570 feet, a beam of 84 feet and a full load displacement of 16,550 tons.

Named after the Colorado city, *Denver's* keel was laid 7 Feb 1964.

Three other ships, in addition to having their names assigned, had their keels laid. The amphibious transport dock LPD 8, whose keel was laid 25 Jan 1965 at Pascagoula, Miss., received the name *Dubuque*. The keel of LPD 10 was laid 22 Jan 1965 at Seattle, Wash., and she was named *Juneau*. (Amphibious transport dock ships are named for U. S. cities that bear the names of early North American pioneers.)

BUILDERS OF THE NAVY



David D. Porter was a dynamic leader with an irrepressible nature under whom the Union's junior officers were eager to serve during the Civil War. He had a creative mind and valued performance above protocol. Porter never failed to praise a subordinate who met his expectations and never lost his superb sense of humor even though he saw more continuous fighting during the war than any other noteworthy Union officer. These qualities and Porter's willingness to keep his mind open to progress probably accounted for his rise from lieutenant at the war's beginning to rear admiral at its end.

The 41st and final nuclear powered fleet ballistic submarine SSBN 659 had her keel laid 20 Feb 1965, and was named *Will Rogers*.

Known as the cowboy philosopher, Will Rogers was an author, newspaper columnist and entertainer noted for his humorous commentary on the American way of life. He was killed in a plane crash near Point Barrow, Alaska.

Shadwell Doing Well

No matter how you figure it, uss *Shadwell* (LSD 15) is a Navy pro. After she entered service in June 1944, she ran up a creditable record for herself from the Philippine Sea to Tokyo Bay.

Shadwell was designed for transporting combat-loaded assault boats and combat-ready Marines to distant beaches, and this she did. In 1959, however, the old amphibian began playing an enlarged role.

Shadwell was deployed with Amphibious Squadron Six to the Med—not an unusual event in itself, but this time she was carrying a detachment of Marine helicopters.

The LSD also is a drydock for assault craft and a transport for all kinds of cargo which can be loaded by several methods. Her commanding officer works under the maxim—make the most of your versatility.

At a time when aircraft carriers have been chalking up a startling number of landings, *Shadwell* also marked an aviation milestone—her one thousandth accident-free helicopter landing.

uss *La Salle* (LPD 3) which, like *Shadwell*, operates with Amphibious Squadron Six also marked her one thousandth helicopter landing in the same week.

Busy Constellation

uss *Constellation* (CVA 64) is a relatively young ship (she was commissioned on Navy Day 1961), but her arresting crew has already logged well over 34,000 landings—thus erasing any doubt that theirs is a busy ship.

Early in May 1964, the big carrier steamed from her home port at San Diego to join the U. S. Seventh Fleet in the Pacific. Since then, her crew members have visited Pearl Harbor, Hong Kong, Okinawa, the Philippines and Yokosuka, Japan.

Constellation was also on hand for the Gulf of Tonkin operations, for which she was awarded the Navy Unit Commendation and the Armed Forces Expeditionary medal.



THE TOP basketball players selected from All-Navy tournament pose for photo. These hoopsters will represent the Navy in Interservice Basketball Tournament.

SubLant Cagers Win All-Navy Title Again

IN WHAT'S turning into an annual head-on collision with each other, SubLant and SubPac pushed the All-Navy basketball championship tournament to the final minutes again this year before allowing fate and some clinch foul-shooting to decide the victor.

More than one element of this year's tournament was reminiscent of the struggle for the 1964 crown. The setting was different—NTC San Diego instead of Naval Station, Norfolk. But the same five teams participated (SubLant, NAS Norfolk, Cape May Coast Guard, SubPac and PhibPac); the same team took a running start (SubLant); and the same two teams again brought the contest to the wire. Most significant, however, the same team—SubLant—came out on top.

SubLant pressured its way from the start, defeating NAS Norfolk 91-75 in the first game. SubPac followed suit in game two of the first round defeating the Coast Guard Recruit Training Command team from Cape May, N. J., by an almost identical score of 90-75. PhibPac drew a bye.

On the second day, SubPac remained relentless, squeezing by PhibPac 85-84. In the losers' bracket, the Coast Guard rebounded by knocking NAS Norfolk out of the double-elimination tournament with an 88-78 victory.

Next, Cape May was pitted against

PhibPac to decide which team would progress to the semi-finals. It was Cape May all the way, pumping 101 points through the hoop to PhibPac's 80.

Winners' Playoff

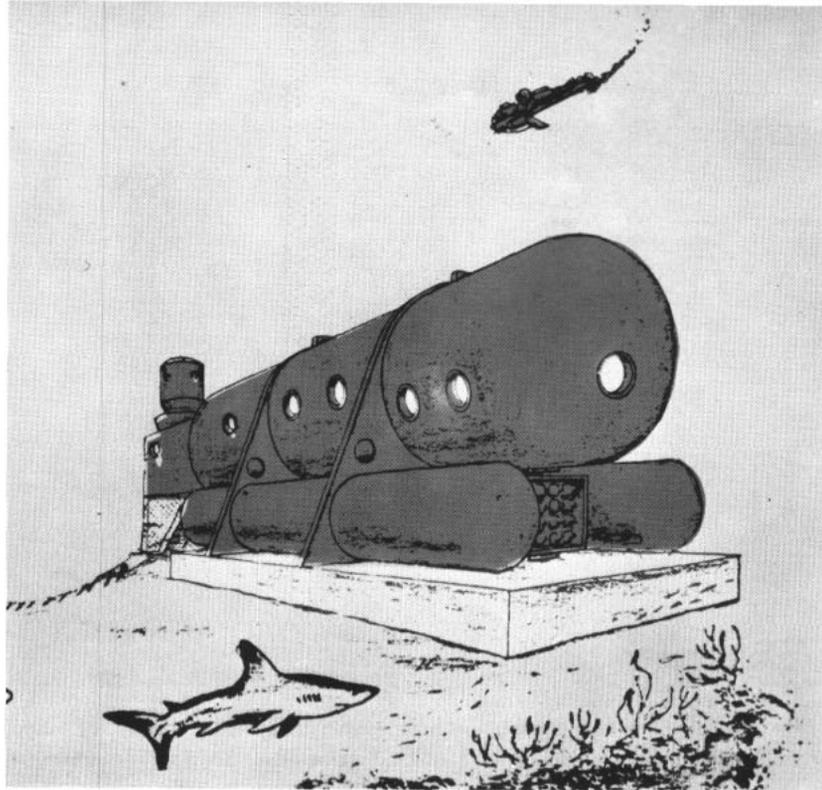
Meanwhile, play became more interesting as the winners confronted each other. SubLant streaked to an early lead over SubPac and held on to grab a 99-81 victory. Jim Ehlers for the winners and Leroy Jackson for the losers each scored 22 points. This left SubPac to face Cape May for the last big chance for one of them.

The big SubPac team jumped to a 14-3 lead in the first six minutes, but Cape May had made it 43-35 by half-time.

In the first two minutes of the second half a basket and two free throws put Cape May within four points of balancing the score. That was as close as they could come, as SubPac retaliated with three quick goals and went on to win the game 91-76.

The loss eliminated Cape May from the tourney, making it the second consecutive year Coach Joe Bettencourt has brought his charges to a third place finish in All-Navy competition. Bettencourt is a former three-letter man and basketball star from Connecticut.

For SubPac, the win meant an opportunity to retrieve the All-Navy title they lost last year. They could do it by defeating SubLant first in



SEALAB II will sit on ocean floor at 250-foot depth near La Jolla, Calif., in late summer. Two teams of 10 men each are scheduled to live in undersea lab to help determine how much useful work can be done in ocean at great depths.

a play-off game and then in a final.

In the tie-breaker, SubPac came from behind to upend SubLant 94-90. The lead see-sawed until SubPac pulled away to a 10-point margin with three minutes remaining. SubLant tried in vain to close the gap as the clock caught them.

Close Scoring

In the final match, SubPac jumped off to an early lead and held a one-point margin going into the second quarter. The Pacific squad used its height well under the boards and held at 42-38 as the half ended.

An opening spurt in the second half made the evening look even more favorable for SubPac, until SubLant pushed past to 64-63 with seven minutes remaining.

From there SubLant never relinquished the lead, though play was close to the finish. It was SubLant 80-75 with only 1:14 to go, but SubPac poured in seven more points. SubLant matched this output, mostly from the foul line, climaxing the game, the season and the 1965 All-Navy basketball championships with an 87-82 score and another crown.

Final standings in the 1965 All-Navy basketball championships:

COMSUBLANT	3	1
COMSUBPAC	4	2
Cape May C. G.	2	2
COMPHIPAC	0	2
NAS Norfolk	0	2

This Is a Drill

There's a war going on out west. Exercise Silver Lance, involving more than 80 ships and 70,000 Navymen and Marines of the Pacific Fleet, will determine how effectively these units can conduct an operation in the context of present-day subversive situations.

The mythical nation of Lancelot, small and weak, is being harassed and subverted by its more powerful neighbor, Merlin. Guerrilla forces, which control a portion of Lancelot, have terrorized U. S. citizens in the country and Lancelot has appealed for U. S. assistance.

The exercise will encompass strike and antisubmarine warfare and peace-keeping operations in a counterinsurgency environment. It will involve amphibious and air operations at sea off southern California, on the offshore islands of San Clemente, San Nicolas and San Miguel, and ashore at Camp Pendleton, Calif.

Forty-seven amphibious ships, plus numerous assault landing craft and other supporting units, will be under the amphibious task force commander, including three cargo ships and an MSTs aircraft carrier (ferry).

Marine forces include more than 40,000 Marines from the First Marine Brigade based in Hawaii; the First Marine Division from Camp Pendleton; the Third Marine Aircraft

Wing from El Toro, Calif.; and other support units.

Amphibious support forces include 34 ships—two attack aircraft carriers, an antisubmarine carrier, several guided missile ships, destroyers, minesweepers and support ships.

Vice Admiral Lawson P. Ramage, USN, Commander, First Fleet, is in over-all command of Silver Lance.

Composition of the "enemy" sea and air forces has been withheld from participating units so that the full enemy capabilities remain unknown.

Man With Two Hats

Every officer wants to command a ship of his very own. For a very short time early this year Lieutenant Commander Thomas R. Cotten, Jr., had command of two at the same time. He was commanding officer of *uss Earle B. Hall* (ADP 107) and officer in charge of *uss Kirwin* (APD 90).

It all happened because the amphib transport *Hall* had, by 1964, been plowing through salt water for quite a number of years and was beginning to show her age. No one in the crew figured she was long for this Navy. They were hardly surprised to receive orders instructing the ship to report to Little Creek Va., recommission the mothballed *Kirwin*, and switch ships.

In all honesty it must be admitted *Kirwin* was just about as old as *Hall*, but was at least from a wear-and-tear viewpoint, a new ship. *Kirwin* went to sea for 45 hours after her construction back in '46, then re-

CHOW TIME—Penguins receive a meal from C. Lindewall, AT2, as the Navy flew fifty-five of the birds and four seals from Antarctica to zoos in U.S.



ported to the mothball fleet in Orange Texas, where she had been gathering barnacles ever since.

A distinction must be made between new and modern. Though *Kirwin* was far from decrepit, she was not exactly the epitome of modern technology. Radar has progressed rapidly in the last two decades, as have weapons systems, and *Kirwin* was all original. She did not even have a crew's TV or individual bunk lights.

On the other hand, all the attachments which go to make a ship modern were available, in good condition, aboard the weathered old *Hall*.

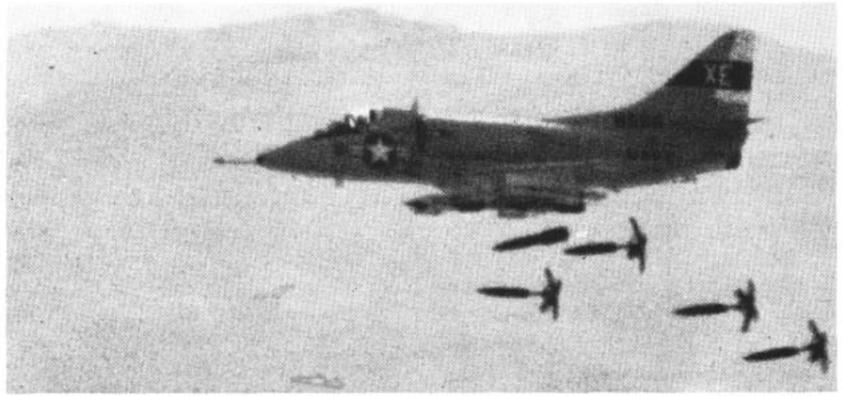
The *Hall* crew played a large part in the renovation of *Kirwin*, with help supplied by *USS Krishna* (APL 38), a nearby repair ship.

First, the *Kirwin* boiler was rebricked and many of the tubes replaced. Radar gear was removed and replaced with that from *Hall*. Outmoded booms and supporting structures which were original *Kirwin* gear, were removed.

Much of the electrical wiring and equipment was replaced to handle the increased load of modern equipment. The majority of the spaces were repainted after cutters, welders, chippers and sanders were finished. Decks were tiled and much of the plumbing was rearranged or replaced to bring the *Kirwin's* living spaces up to par.

About the only job which the Navymen didn't perform was the modernization of the military equipment, such as the guns and sonar. So *Kirwin* was scheduled for a short yard period early in 1965, after everything else had been taken care of.

Finally, in mid-January, recommissioning ceremonies took place on board *Kirwin*. In the same ceremony, *Hall* was decommissioned.



SLOW DROP—Drag of tail device on Navy's new Snakeye bomb allows plane to escape damage during low bombing. Below: Snakeye hitting target.

Hall had been a fine ship in her day. She went into mothballs carrying the Amphibious Assault Award, the Antisubmarine Warfare A, the Communications C and the Operations E.

Corsair II Slated for Fleet

The A-7A VAL light attack aircraft have been given the name *Corsair II*. A modified version of the F-8 *Crusader*, the new jet plane will be delivered to the Navy this fall and is expected to reach the Fleet in 1966.

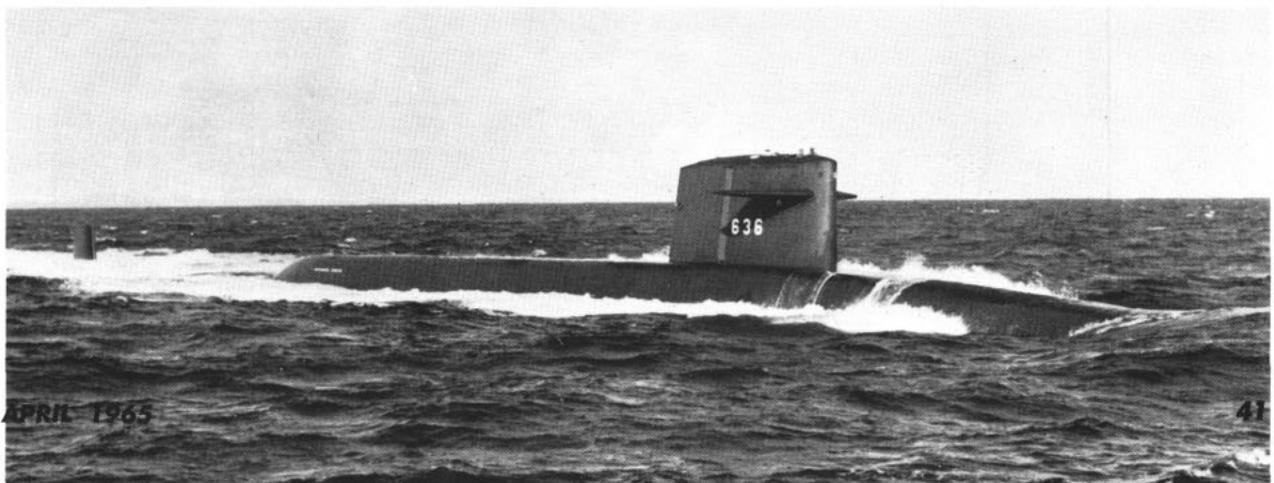
Designed to replace the A-4 *Skyhawk* as a limited war aircraft the A-7A is a fixed-wing, subsonic plane which uses the TF-30 jet engine without the afterburner. It has twice

the range of the A-4 and allows greater payloads at any given range.

The original *Corsair* was the F-4U, a single engine Navy and Marine Corps fighter-bomber used in World War II and Korea. It was first used in combat in February 1943. Navy and Marine Corps pilots of the single-seat fighters shot down 2140 enemy planes and flew a total of 64,051 combat sorties from land bases and carriers.

In the air over the Solomons and Rabaul, Marine *Corsair* fliers shot down 1520 of the nearly 2500 planes lost by the enemy in that area in aerial combat. There were more than 12,000 F-4U *Corsairs* built; they were phased out of service in 1955.

JOINS THE FLEET—Fleet ballistic missile sub *USS Nathanael Greene* (SSBN 636) is equipped to fire *Polaris A-3* missiles.



THE WORD

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

• **GITMO DEPENDENTS** — Navy families separated at Guantanamo Bay in February 1964 have been reunited, and Navymen who now receive orders to the Naval Base can have their families with them while there.

This is a reversal of the 1964 policy which provided that no more orders for dependent travel to Gitmo would be issued.

Things have changed at Guantanamo Bay. Last December, the Navy completed a plant which can convert 2.2 million gallons of salt water into fresh water daily.

With plenty of fresh water on hand for everybody, Navymen may bring their dependents to the base with the permission of the commanding officer. Permission for dependent travel is granted when base housing is available.

• **TARS IN REGULAR NAVY**—TARs have been watching for changes to BuPers Inst. 1130.4G lately for additions to the open rates list. If their rate is listed, they may transfer to the Regular Navy (TARs) or they may apply for active duty with the Regular Navy (USNR-R).

To be eligible for transfer to the Regular Navy, a man must be qualified in his rate and must have served on active duty in the Navy immediately before he enlisted in the Regular Navy.

He must be a citizen of the United States or be classed as an immigrant alien who can present proof of his intent to become a United States citizen.

He must not be over 40 and must

be able to complete 20 years of active duty before he is 51 years of age.

TARs whose ratings are designated as open may enlist in the Regular Navy after they complete their obligated service. The latest listing of TAR open ratings was given in Change 6 to BuPers Inst. 1130.4G. The ratings are as follows:

RATING	E-4	E-5	E-6	E-7
ABH	x	x	x	
AE	x			
AME	x	x		
AQ	x	x	x	
AT	x			
AX	x	x	x	x
BR			x	
CT	x	x	x	x
DS	x	x	x	
ET	x	x	x	x
FT	x	x	x	
GMM	x	x		
GMT	x			
IC	x	x		
MM	x	x		
PT	x	x	x	
QM	x	x		
RD	x	x		
RM	x	x		
SM	x			
ST	x	x	x	x
TD	x			

AN, FN, SN and TNs in pay grades E-1 through E-3 are also eligible.

• **PROFICIENCY PAY**—Here's a complete listing of ratings and NEC skills which are awarded P-1-50, P-2 and P-3 proficiency (career incentive or specialty) pay under the 1965 proficiency pay awards program.

With the introduction of the source rating concept into the Naval Enlisted Classification coding system,

several changes to this program have been made. Also note that as the Navy's manpower requirements change, the critically undermanned classifications are revised.

Since 30 Jun 1964, new pro pay (specialty) awards based on NECs have not been made to personnel outside the proper source ratings. However, if—before 30 June—you were receiving pro pay based on an NEC, and your skill was removed from the list, you will continue to receive pro pay until 30 Jun 1966 or your current enlistment expires, whichever is sooner. But you must continue to perform the skill of your former NEC and maintain your eligibility.

Here are some other changes which may affect you:

• If you are in the missile technician (MT) rating or you have an NEC of FT-1151, AT-6616 or AT-6617, you are now eligible for P-1-50 instead of P-2.

• The NEC of 2385, a P-1-50 skill, was disestablished 31 Dec 1964. If you had this NEC, chances are you have been assigned a new code for which new awards of proficiency pay may now be in effect.

• If you have an NEC of 7131 or 7137, don't plan on drawing pro pay unless you were drawing it before 31 Dec 1964. This award is going through a two-year phase-out period. This means that no new pro pay awards will be made but, if you already were receiving the award before the phase-out period began (31 Dec 1964), you can continue to do so until 31 Dec 1966 or the end of your current enlistment, whichever is sooner.

However, if you are in the aviation structural mechanic (AM) rating and hold the 7137 NEC, you are still eligible to receive P-1-50 pro pay provided you are otherwise qualified and are in a billet which involves A-5A or RA-5C aircraft.



THERE'S FOOD for thought in ALL HANDS magazine, but if it's not passed on to ten readers, it will get their goat.

For more information on proficiency (specialty) pay, check with BuPers Inst. 1430.12F.

As of 1 Jan 1965, the following ratings and NEC codes are eligible for proficiency pay (specialty) awards as indicated. The asterisk indicates NEC conversions which are listed at end of table.

Award Level P-1-50 (\$50)

Rating Award: AQ, AT, FT, GMT, ST, MT

NEC	Source Ratings to Which Applicable	NEC	Source Ratings to Which Applicable
0313	RD	2405	CT
0314	RD	3342	TM
0316	RD	3343	TM
0317	RD	3344	TM
0318	RD	*3345/3346	TM
0319	RD	3347	TM
0931	GM	4356	EN, MM
2314	RM, CT	4722	IC, EM
2315	RM	4723	IC
2332	RM, ET	7131	AE
2342	RM, CT	7137	AE, AM
2393	RM		

Award Level P-2 (\$75)

Rating Award: AX, D5, ET

NEC	Source Ratings to Which Applicable	NEC	Source Ratings to Which Applicable
0417	ST	1155	FT
0418	ST	1156	FT
0419	ST	1157	FT
0423	ST	1158	FT
0426	ST	1159	FT
0471	ST	1161	FT
0474	ST	1162	FT
0475	ST	1163	FT
0476	ST	1164	FT
0478	ST	1165	FT
0479	ST	1166	FT
0481	ST	1167	FT
0482	ST	1169	FT, ET
0483	ST	1172	FT
0484	ST	1173	FT
0485	ST	1174	FT
0486	ST	1175	FT
0487	ST	1179	FT
0488	ST	1182	FT
0489	ST	1184	FT
0491	ST	1185	FT
*0492/0477	ST	1186	FT
0493	ST	*1313/1143	FT
0494	ST	*1314/1144	FT
0495	ST	2401	CT
0984	GM	2403	CT
0986	GM	2406	CT
0987	GM	3318	MT
0988	GM	3371	CE, EO, CM, SW, UT, HM
*0991/0891	GM		ET, IC
0997	GM		IC, EM
0998	GM	3383	MM, EN, BT
1113	FT	3384	MM, EN, BT
1115	FT	3385	MM, EN, BT
1118	FT		MM, EN, BT
1119	FT	3386	MM, EN, BT
1128	FT		MM, EN, BT
1133	FT, ET	7946	AQ

1135	FT, ET	7947	AQ
1137	FT	7948	AQ

Award Level P-3 (\$100)

Rating Award: None

NEC	Source Ratings to Which Applicable	NEC	Source Ratings to Which Applicable
3307	FT	3351	MM, EN
3308	FT		EM, IC
3309	FT	3353	ET, IC
3314	MT	3354	IC, EM
3315	MT	3355	MM, EN
3316	MT	3356	MM, EN
3317	MT		
*3322/3325	ET	3346 converts to	3345
3323	ET	0477 converts to	0492
3324	ET	1313 converts to	1143
*3331/3333	ET	1314 converts to	1144
*3332/3334	ET	0991 converts to	0891
3338	ET	3325 converts to	3322
3339	ET	3333 converts to	3331
		3334 converts to	3332

• **EDUCATIONAL LOAN DEADLINE**—The Navy Relief Society Educational Fund has extended the deadline for submission of applications, this year, from 15 Mar 1965 to 1 May 1965.

The Fund will loan up to \$1000 per year, at no interest, for college or vocational education beyond high school or for preparatory work prior to entering a state or national service academy, to eligible dependents of Regular Navy and Marine Corps personnel, active or retired with pay and children of reservists on extended active duty.

Details can be obtained at any Navy Relief Auxiliary but requests for applications must be addressed to Navy Relief Society Headquarters, Room 1030 Munitions Building, Washington, D. C. 20360.

Correspondence Courses

Six new correspondence courses have been issued and are available through the Naval Correspondence Course Center. They are:

OCC *Disbursing Part I* (NavPers 10976-A); Confidential modified handling; OCC *Fundamentals of Naval Intelligence* (NavPers 10728-A) which supersedes NavPers 10728-2; and OCC *Air Navigation Part I* (NavPers 10959-A) which supersedes NavPers 10959-2.

Confidential ECC *Gunner's Mate M 1 & C* (NavPers 91380); and ECC *Fire Control Technician 1 & C* (NavPers 91346-1) which supersedes NavPers 91331-C, 91332-B, 91334-B, 91345 and 91346-A.

OCC/ECC *Introduction to Naval Electronics* (NavPers 10444).

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, 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. 5—Concerns entitlement of dependents evacuated from Vietnam.

No. 6—Designated the week of 21 through 28 February as Brotherhood Week.

No. 7—Invites views of uniformed personnel and civilian employees concerning military and civilian pay.

Instructions

No. 1320.9—Restates the policy concerning per diem payments for military personnel reporting early for temporary duty assignments.

No. 1550.42—Announces the availability of foreign language aptitude and proficiency tests and establishes procedures for requesting language test materials.

No. 6100.6A—Amplifies current weight control measures and establishes a means whereby commands may enforce weight reduction for those enlisted members who are obese.

Notices

No. 1531 (1 February)—Provided authority to nominate enlisted Navy-men to participate in the Navy-wide examination for assignment to the Naval Preparatory School as candidates for appointment to the Naval Academy.

No. 4600 (15 February)—Clarified computation of allowable travel time for naval personnel using privately owned vehicles on permanent change of station orders.

No. 1910 (16 February)—Modified current regulations pertaining to the discharge of enlisted women by reason of marriage and procedures for submission of requests for no-cost transfers for duty with husbands.

No. 1440 (24 February)—Announced revised qualifications for advancement in the FT rating in advance of Change 2 to *Manual of Qualifications for Advancement in Rating*.

THE BULLETIN BOARD

What a Traveling Man Needs to Know about Customs Regulations

Navymen (and Navy families) are extensive travelers. Every time a traveler returns to the U. S. from abroad—whether traveling as a tourist or because of occupational necessity—he must comply with certain customs regulations.

The following report contains some helpful hints about customs regulations, for your benefit. They have been drawn from two Bureau of Customs pamphlets, entitled "Customs Hints for Returning U. S. Residents," and "Household Effects of U. S. Residents and Nonresidents," and from a report by Mr. Arthur Settel, who is a special assistant for information in the Bureau of Customs, Treasury Department, Washington, D. C.

AMONG MANY "don'ts" that servicemen should heed is one that should be especially stressed: Don't attempt to outsmart Customs. Also, don't be ignorant of customs regulations.

You can save yourself unnecessary expense, embarrassment and even severe penalties by being aware of customs regulations and abiding by them.

According to a customs official, servicemen do not deliberately violate customs regulations frequently—more often their violations are the result of ignorance. But the penalties are the same in either case.

Here is a general rundown on significant customs regulations with which you should be familiar:

Item 915.20, *Tariff Schedules of the United States*, provides for the free entry of household and personal effects, including automobiles, of any military or civilian person returning to the U. S. under government orders after completing extended duty outside the customs territory of the United States. Your local Household Effects Office will provide you with the necessary guidance and assistance to obtain proper customs clearance under this provision.

You will have to satisfy the customs inspector (usually a member of your command overseas) that the items you are shipping are yours, and

are not being imported for another person and are not intended for sale.

Articles which were not in your possession while you were on extended duty abroad cannot be considered household and personal effects, and are not subject to free entry. According to law, such items as furniture, carpets, dishes, linens, books, pictures and other similar household furnishings must have been used by the owner for at least one year, or were available for use in his household, to be admitted duty free. (The year of use need not be continuous, nor does it need to be the year immediately preceding the date of importation.)

You are not entitled to exemption under 915.20 if you return home voluntarily on leave or for other personal reasons before your assignment is terminated. If you send effects home before your orders are issued, or if you purchase articles overseas and they are sent directly to your address in the United States, Item 915.20 does *not* apply. You must declare these articles on a separate baggage declaration when you return to the U.S. if you wish to obtain free entry under the provisions of the tariff schedules.

Other Exemptions

While stationed or operating abroad, you are permitted to send gifts valued at \$10 or less to persons

D. J. Michaelson, PM3, USN



"Shape up Smithers, the fireroom doesn't burn wood!"

in the United States without payment of duty or taxes. You may send as many gifts as you desire, provided the total value of gift packages or shipments received by one person in one day does not exceed \$10. Alcoholic beverages, tobacco products and perfumes valued at more than one dollar are excluded from this privilege.

If you are returning to the U. S. after an absence of 48 hours or more, you are granted a \$100 exemption once every 30 days. At present there is no 48-hour requirement if you return from Mexico or the Virgin Islands. However, in the absence of Congressional action, the 48-hour requirement will go into effect on 1 July with respect to the Virgin Islands.

Liquor and Cigars

Not more than one gallon of alcoholic beverages nor more than 100 cigars may be included in your exemption. This exemption applies to each person regardless of age. Additional quantities may be imported, but will be subject to duties and internal revenue taxes. There is no limitation on the number of cigarettes for your personal use.

But a word of caution: Customs officers will not release liquors destined to any state for use in violation of its laws. Check your state laws. You may obtain a copy of *Summary of State Laws and Regulations Relating to Distilled Spirits* from Distilled Spirits Institute, 1132 Pennsylvania Building, Washington, D. C. 20004.

Your Declaration

Customs declaration forms are distributed on vessels and planes and should be prepared well in advance of arrival for presentation to the Immigration and Customs inspectors. If you are not exempt under Item 915.20, here are further tips.

You must declare all articles acquired abroad and any alterations or repairs to articles taken abroad.

Wear or use of an article you acquire does not exempt it from duty and it must be declared. In addition to articles for your personal use, you

must declare any article you are bringing into the country for another person at his request, and any article you intend to sell (or use in a business).

Declare all articles you are carrying with you (accompanied) as well as any sent separately (unaccompanied articles). To insure your exemption on unaccompanied articles, they should be declared in detail and, when possible, listed by each shipment.

Remember, the exemption may be lost on any article you fail to declare to customs at the time of your return from the trip on which you acquired it.

Family Declaration

The head of a family may make a joint declaration for all members of his household returning with him to the U. S. as a group.

For example, a family of four may jointly bring in articles free of duty valued up to \$400 on one declaration (\$800 if returning from the Virgin Islands) and it does not matter if the articles acquired by one member of the family exceed his \$100 exemption. Infants and children are entitled to the same exemption as adults if they are returning to the U. S. Children born abroad, who have never resided in the U. S., are not eligible for the exemption, however.

Value of Articles

You must declare the prices actually paid in the currency in which the articles were brought. If you honestly don't know the cost, say so. To declare the wrong price may cause delay as well as the assessment of penalties (customs' information on foreign values is extensive).

Packing and Opening Baggage

It will be helpful if you will make a list of the articles acquired on your trip before you reach the port of entry. Retain the sales slips and purchase order covering these articles and have them available for ready examination by the customs officer.

Pack your baggage so inspection will be easy. Do your best to pack separately the articles you are declaring, and when the customs officer asks you to open your luggage, comply without hesitation. This will speed you through customs.

Prohibited and Restricted Articles

When a law prohibits entry of an article into the United States, the

customs officer cannot permit you to have it. Examples are narcotics, drugs containing narcotics, obscene articles and publications, lottery tickets and similar type articles. Consult a customs officer when in doubt.

Generally, the following restrictions and prohibitions will be enforced:

- *Fruits, vegetables, plants and plant products*—If you want to bring in plants and plant products, the best way to avoid trouble or delay is to make arrangements in advance. Applications for import permits or requests for information on these articles should be addressed to the Import and Permit Unit, Plant Quarantine Division, 209 River St., Hoboken, N. J. 07030.

- *Meat products*—Entry of foreign-cured and cooked meats, such as bacon, hams, sausages, bologna, salami and similar products is restricted. The requirements are so

complex that the average traveler cannot meet them. For all practical purposes, you may consider cured and cooked meats prohibited. Write to the Animal Inspection and Quarantine Division, U. S. Department of Agriculture, Washington, D. C., for information if you intend to import animals or animal products.

- *Pets*—The entry of pets (cats, dogs, monkeys and birds such as parakeets and parrots) is subject to regulations of the Public Health Service, Department of Health, Education and Welfare, Washington, D. C. Write to the Surgeon General at the above address, or to the nearest Public Health Service quarantine officer, if you wish further information.

- *Firearms and ammunition*—In addition to customs regulations regulating the import of firearms and ammunition, there are Navy regulations that must be satisfied. Consult

WHAT'S IN A NAME

Floors and Ceilings Aboard Ship

No matter what you may have learned in boot camp, ships do have floors. What's more, some ships even have ceilings. Of course, they are not the same as decks and overheads.

When a ship is to be built, one of the major factors the designers must consider is the ship's protection, especially if the ship will be large. This protection is made up of features which minimize the effects of enemy fire, whether it may be guns, torpedoes, missiles or mines.

Transverse and fore and aft frames, some of which limit the spread of flooding, criss-cross each other like a grating, forming a boxlike framework similar to a honeycomb. This method of designing a ship's bottom is called cellular construction.

The transverse (horizontal) frames are



called floors; and the fore and aft (vertical) frames are called longitudinals.

On vessels larger than destroyers, this cellular double bottom is usually covered by a layer of watertight plating called the inner bottom or tank top. This provides an additional barrier against flooding should the outer plating be ruptured by the ship running aground, hitting a mine, or the like. It also contributes to the strength of the vessel and encloses the cellular double bottoms into a series of tanks which hold fuel oil, fresh water and ballast.

Each tank in the double bottom is composed of several cells. The floors which form the partitions of the tanks are water—(or oil—) tight and are called solid floors. The floors within the tank have large holes (called lightening holes) cut in them to save weight and allow access to various parts of the tank. These are called open floors.

So, the next time you hear about someone who wants to clean the "floor" instead of the deck, make sure he has all the necessary equipment to obtain access to the ship's floor.

Now, where will you find a ceiling aboard ship? Generally, ceilings are in cargo holds. A ceiling is a wood sheathing to protect the cargo from damage which might result if it were to strike against the steel sides. Also a ceiling is a layer of planking over the tops of holds.

Try that on one of your salty shipmates and see if it doesn't floor him.

your personnel officer for advice and information.

Trademarked Articles

If you wonder why there is a restriction on the importation of certain cameras, perfumes and other articles of this nature, it is because the ownership of the trademark has been assigned to a person or a corporation in the United States, and this entitles him to determine how many items bearing his trademark may be imported. The trademark law makes no exception for articles imported for personal use.

For example, the manufacturer of a certain camera has determined that not more than one article bearing his trademark may be imported into the U. S. by any one individual, and only then if it is for personal use and not for sale. This becomes the limit, and customs will enforce it.

It is legal to obliterate the trademark on such an article, however, and thus overcome the trademark restriction. The customs inspector has to be satisfied that the trademark has been rendered illegible before he will permit its importation. (For information on the trademark law, write to the Bureau of Customs, Washington, D. C., or to the nearest customs office, and ask for the free leaflet entitled *Tourists' Trademark Information*.)

The importation as well as the purchase abroad of all goods originating in Communist China or North Korea is prohibited without a Treasury license. The importation of all goods of Cuban origin or containing Cuban components — particularly cigars made with Cuban tobacco—is prohibited without a Treasury license. These licenses are not generally available for tourist purchases.

Copies of the Foreign Assets Control Regulations listing the commodities affected and explaining the certification procedures, and copies of the Cuban Import Regulations may be obtained from the Federal Reserve Bank of New York or from the Office of Foreign Assets Control, Treasury Dept., Washington, D. C.

Gold Coins

The Treasury Department gold regulations prohibit the importation of gold bullion or gold coins except under license. Medals, other than special award medals, are prohibited entry. Gold coin jewelry is restricted and may be imported only if it meets

certain requirements. For information write the Director, Office of Domestic Gold and Silver Operations, Treasury Dept., Washington, D. C.

Antiques

Genuine antiques are free of duty if produced before 1830. Antique furniture must be inspected for free entry by antique examiners stationed at these ports only: Baltimore, Boston, Chicago, Honolulu, Los Angeles, New Orleans, New York, Philadelphia, San Francisco and Seattle.

Foreign Currency

You may avoid loss in the exchange and re-exchange of currency by consulting a local or foreign bank or travel information service, before leaving or entering the United States.

Play it safe. Get the regulations from your command or write directly to the Bureau of Customs, or other appropriate agency, or consult any U. S. embassy or consulate.

There'll Be Changes Made In Augmentation Program

Some changes have been made to the Regular Navy augmentation program. They primarily affect Reserve or temporary commissioned officers who wish to apply for augmentation in the Regular Navy in the following categories:

- Women in the Medical Service Corps
- Law specialists, and
- Chaplains.

Effective 2 Feb 1965, the following provisions apply:

Women Reserve officers of the MSC may apply for augmentation as



"I'm trying to hurry but it's hard to put salt through these tiny holes."

lieutenant commander. Previously the cutoff was at the lieutenant grade.

Chaplains are now required to serve on active duty for 36 months before becoming eligible to apply for augmentation. Previously they had an 18-month requirement.

Law specialists have been given an extra year after release to inactive duty in which to apply for augmentation. All other officers who have fulfilled the appropriate service and active duty requirements, and who are otherwise eligible, must apply within three years of release. Law specialists have a four-year period in which to apply.

If applications are not made within the respective three or four year periods, all officers must return to active duty for at least one year before they apply for augmentation.

Only officers of the Naval Reserve and temporary USN components of the Medical Service Corps are eligible to apply for appointment under the MSC category.

For full details consult Change One to BuPers Inst 1120.12J.

New Correspondence Courses Available for Distribution

The following six correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y. Of the six, three are revised courses while the others are new issues. The six are:

- ECC Postal Clerk 1 & C, NavPers 91460-1
- ECC Engineering Aid 1 & C, NavPers 91566-2; supersedes NavPers 91566-1.
- ECC Aviation Boatswain's Mate H 1 & C, NavPers 91638-1; supersedes NavPers 91673.
- OCC Quality/Reliability Assurance for Shipyard Application, NavPers 10426.
- OCC Weapons Officer, NavPers 10722-A; supersedes NavPers 10722-1.
- OCC/ECC Mathematics, Part III, NavPers 10430.

Here are four officer correspondence courses available to Medical Department personnel.

- Tropical Medicine in the Field, NavPers 10995-A.
- Bacteriology and Mycology, NavPers 10504.
- Biochemistry, NavPers 10503.
- Serology, NavPers 10502.

Meet Heckel, Jeckyl and Hyde—A Top Navy Trio of Hep CITs

FOR FURTHER information contact Heckel, Jeckyl and Hyde." This phrase appears nearly every day in the Patrol Squadron Twenty-One Plan of the Day. Heckel, Jeckyl and Hyde are the three leading members of the VP-21 Career Information Team, and their success story may provide pointers to other naval activities seeking to boost their reenlistment rates.

Since the trio took over the job in September of 1964, the reenlistment rate of Patrol Squadron Twenty-One, a unit of Fleet Air Wing Three, has jumped 45 per cent for first cruise reenlistments, and 12 per cent for career reenlistments. There's no big secret to the success of Heckel, Jeckyl, Hyde. Their method is a mixture of advertising and humor.

When Oscar Hellman, ATCA, (he earned the pseudonym Heckel), and John Aquilino, AMSCA, (he's Jeckyl) first took over the job of reenlistment, their enthusiastic approach may have seemed to some, more pressure than persuasion.

At first, when anyone saw the two chiefs approaching, they whispered, "Watch it, here come Heckel and Jeckyl. If they say anything, just give your name and service number." (The reference, of course, was to the two chattering magpies of cartoon fame.)

This derision could have discouraged the two chiefs, but it didn't. At least, they realized, their program was getting across. They had people talking, and this was essential to their job. Instead of taking this as criticism, they turned what could have been a liability into a definite asset. They began to inject humor into their notes in the Plan of the Day, and signed them all as Heckel and Jeckyl.

After Lieutenant Bob Rohr (Hyde), joined the team, the trio began to expand their program with a light touch and a heavy impact.

Hanging over LT Rohr's desk is a poster labeled, "For Career Information see Heckel, Jeckyl and Hyde." A cartoon shows three somewhat shady looking characters toasting one another and boasting "You can trust us." The light touch helps dispel apprehensions about reenlistment before the man being interviewed has a chance to think about them.

The statistics show that their

methods are succeeding.

In addition to career information, Heckel, Jeckyl, and Hyde pass the word on a great deal of information which is concerned more with morale than with reenlistment. One note which saved many in the squadron embarrassment over the last holidays, for example, was the following:

"Each time you prepare for annual leave, you may arrange with your disbursing office to have your check mailed to you at your leave address. If you have your pay record with you while on leave or en route between stations, you can get paid by presenting your pay record, original orders and I.D. card to a Navy, Marine, Army or Air Force disbursing officer. For more information on your privileges contact Heckel, Jeckyl, and Hyde."

When a man reenlists there is always a note of congratulations from the CIT team in the Plan of the Day, plus the amount of the bonus the man has received. Seldom has

a day gone by when Heckel, Jeckyl, and Hyde have not had a word in the Plan of the Day. The more you advertise, they say, the more people you reach; the more people you reach, the better your product sells. But the salesman has to have a smile on his face.

While Hyde was on leave (deployed to Florida), Heckel and Jeckyl extended almost half the squadron for the coming deployment overseas with this immortal prose:

"A long weekend in the Swiss Alps, watching a bullfight in Barcelona, a tour of the Basilica of St. Peter in Vatican City, a snapshot spree at the Parthenon in Athens, or eying the beauties on the warm beaches of Cannes. Those are some of the activities VP-21 sailors will be enjoying on liberty in the Mediterranean. See Heckel and Jeckyl for reservations. Hyde's still on vacation in sunny Florida."

As one man said, "Gee, I hope there's still enough room for me."

From Pole to Pole—Is This a Navy First?

Twelve years ago Donald F. Williams sewed the one stripe of an airman recruit on his jumper. He still has one stripe, but there is a difference. The stripe he has now is gold lace.

Between the stripes of recruit and ensign, Williams has had a lot of interesting adventures and seen more of the world than most—either in or out of the service.

About a year after Williams joined the Navy, he graduated from Photographer's Mate "A" School and was assigned to the Naval Photographic Center, Washington.

He took diver's training to become a specialist in underwater photography and has since had some pretty exotic assignments.

For instance, there was the time he photographed submarine operations in color at night underwater.

To gather data for research on a fighter plane canopy which would open readily underwater, he photographed a jet fighter as it sank.

He was a member of the Pacific Fleet Mobile Photographic Unit and he participated in under-ice exploration of the Arctic Ocean aboard *USS Sargo* (SSN 583). With

his shipmates he crossed the North Pole. For participation in Sargo's Arctic Ocean cruise, he and the others on board were awarded the Navy Unit Commendation Ribbon.

In 1960 he photographed the Japanese midget sub found at Pearl Harbor, which was thought to be one participating in the attack.

When he went to the Antarctic in 1962, he became, according to his calculation, the "first military man to set foot at surface level on both the North and South Poles." (If any Navyman or anyone else in the armed forces can beat this claim, we'd like to hear about it.) When Williams achieved this distinction, he was photographing the 50th anniversary ceremonies commemorating the arrival of Robert Scott at the South Pole.

During over 12 years of naval service, Ensign Williams has seen a lot of the world—from pole to pole.

Should a prospective Navyman ever ask him if sailors really get to see the world, photographer Williams is well qualified to give him the complete picture.—Dassa B. Wentworth, JOSN, USN (W).

NMPS: A Reel Gone Outfit That Puts Stars Before Your Eyes

DURING the Middle Ages, the knights in every castle had wandering minstrels (if they were lucky) to entertain them with magic tricks and snappy songs and dances.

On U. S. Navy ships today, the entertainment usually comes from motion pictures, and they travel more than any minstrel ever dreamed of doing. There are hundreds of movie prints floating around all over the world this very minute and the Navy has to keep tabs on every one of them. This really isn't as difficult as it sounds, not when you have a computer and a system.

First of all, the Navy chooses about four of Hollywood's finest films every week of the year. These pictures are printed on 16-mm film, and 30 copies of each picture are leased (not purchased) for your pleasure.

From Hollywood, the prints are sent to the Navy Motion Picture Service, where they are made ready for distribution by assigning them a number and winding them on projection reels with a 1600-foot capacity.

A program book, prepared for each film, not only describes the film and its accompanying short subjects but also contains the machinery for keeping tabs on the film's location.

When the metal case containing the movie leaves the Motion Picture Service, it bears the number assigned to it and the program book (also numbered) which accompanies the film during the 36 months it is in circulation.

As mentioned before, the program book contains the machinery for keeping account of the film's whereabouts. This is in the form of 36 inventory cards—one for each month of the film's circulating life. The cards are for use in electrical accounting machines.

The first stop for each film after it leaves the Navy Motion Picture Service is at any one of the 26 different Navy Motion Picture Exchanges, which are located where they will be most accessible to the most people.

Although the film is gone from the Motion Picture Service, it is not forgotten. It leaves behind a master print electrical accounting card which carries the program and print numbers and the name of the exchange

the print is mailed to. If the NMPS doesn't receive a receipt, steps are taken to find out why.

Prints are sent from the exchanges to ships operating in nearby areas and to the overseas bases served by the exchanges. Ships that carry a motion picture print out of the area in which the film is received simply turn it in at another Navy Motion Picture Exchange.

To prevent a shortage of prints in one part of the world and a surplus in others, the exchanges make adjustments by mailing their excess prints to those which have a shortage. Each print is, of course, acknowledged when it is received.

The entire stock of motion pictures is inventoried at the end of every month and inventory could hardly be simpler. Whoever has a print simply opens the record book which accompanies the film, detaches the card for the appropriate month, and mails it to the Navy Motion Picture Service—but not before someone stamps the card with the name and address of the unit using the print.

When the inventory cards come in, NMPS goes to its master files, and electrical accounting machines match up the inventory cards with the cards the movie service retained when mailing the films for the first time.

Sometimes, of course, accidents happen—prints are dropped overboard when being transferred from one ship to another or are destroyed in any of a dozen different ways. If this happens, the installation responsible for the loss reports it on a form.

Master cards matched by inven-

tory cards are checked against the loss reports. If the film's disappearance still is unexplained, the master card is held for three months and checked against each inventory as it comes in.

If, after three months, an inventory card still hasn't met its match, the Navy Motion Picture Service takes steps to find out what happened to the uninventoried print. This isn't difficult.

The NMPS simply writes to the address appearing on the last print inventory card, asking to be informed of the film's whereabouts. The last customer should either have the film or proof that he passed it on to someone else—in which case, the next customer is queried until the missing film is either found or its unavoidable destruction is proved.

As you can see, it's a fairly simple process, and it manages to keep you and your shipmates all over the world supplied with ample film fare. Sometimes, however, the mere accounting for the films is not as difficult as obtaining them.

To begin with, movies are not only shown on all Navy ships (including MSTs) but on ships belonging to the Coast Guard and the Coast and Geodetic Survey as well. Navy, Marine Corps and Coast Guard shore activities overseas also receive movies.

Needless to say, the Navy with its voracious appetite has consumed much of Hollywood's production since the first shipboard movie was shown.

Once in awhile, a Navyman, after viewing a movie on the fantail, undoubtedly comes away feeling the picture he just saw would have been as entertaining had it been left in the can. He, of course, is entitled to his opinion. It may even be justified to a greater or lesser degree.

However, what's one man's meat is another man's poison, and you can't please all the people all of the time—to quote only a few clichés.

All movies that go out to the Fleet are screened for entertainment value and, if a man hits a lemon once in awhile, he still has a better chance of seeing a good movie than the average civilian movie-goer has.

In the meantime, back at the ranch at the Navy Motion Picture Service, electronic gadgets will con-



"Any good westerns on board lately?"

to hum, cards will continue to be sorted and prints will continue to be mailed, ensuring Fleet sailors of their evening's entertainment—some of which is Academy Award material and some of which, occasionally, is not.

See you at the movies.

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).

Where Love Has Gone (2842) (C) (WS): Drama; Susan Hayward, Bette Davis

The Secret Invasion (2843) (C)



"Yes Sir, I'd like a transfer. I've seen all the movies on the base twice."

(WS): Melodrama; Stewart Granger, Raf Vallone

That Man From Rio (2844) (C): Comedy; Jean-Paul Belmondo, Françoise Dorleac

Send Me No Flowers (2845) (C):

Comedy; Rock Hudson, Doris Day
Three Little Girls In Blue (2846): June Haver, George Montgomery (Re-issue)

Bengal Brigade (2847): Rock Hudson, Arlene Dahl

The Carpetbaggers (2848) (C) (WS): Drama; George Peppard, Carroll Baker

Your Cheatin' Heart (2849) (WS): Musical Drama; George Hamilton, Susan Oliver

Murder Ahoy (2850): Comedy Melodrama; Margaret Rutherford, Lionel Jeffries

The Dream Maker (2851) (C): Musical; Tommy Steele, Michael Medwin

Tanganyika (2852): Van Heflin, Ruth Roman (Re-issue)

Sitting Pretty (2853): Robert Young, Maureen O'Hara (Re-issue)

The Visit (2854) (WS): Drama; Anthony Quinn, Ingrid Bergman

Seen Any Good Movies Lately?

MOTION PICTURE procurement policy has been, and continues to be, the subject of countless discussions ashore and afloat. Judging by the calls and questions received by the Navy Motion Picture Service (NMPS) over the past several months, comment in this area is widespread, since it has emanated from all ranks and rates of the military services.

One of the main questions asked is: Why can't we have better movies and a larger selection?

The significance of motion picture procurement is emphasized by the fact that movies are considered the most important single morale factor for personnel aboard ship and overseas.

The following information is presented to reply to these questions:

The policy of the Chief of Naval Personnel regarding Fleet motion picture procurement has always been to procure and distribute the latest and best available in motion pictures. This year, approximately \$3 million has been budgeted to provide just such entertainment.

It should be noted that the 1965 procurement program is in approximately the same quantity as 1964. However, it is hoped that quality output continues to improve. This is a matter over which NMPS has

no control, for the simple reason that NMPS does not make the movies.

Responsibility for the quality and subject matter of motion pictures rests with the film makers initially, but in the long run they are answerable to the public. The motion picture industry has a tremendous investment in its product output; if the film fare they put out is poor or obnoxious, then the public will respond by not going to their movies.

There is a trend in Hollywood production to so-called adult films. This is in response to adult-type competition from foreign movies (sometimes more sensational in theme). Whether this trend continues will depend on the reception by the public.

The Navy's guides in selecting films are primarily entertainment and conformity with General Order No. 21, which concerns leadership and morale. Whenever a movie is screened which, in the opinion of the screeners, conflicts with the principles in this General Order, it is submitted for screening and approval or disapproval by a screening committee at BuPers. Otherwise, the decision as to procurement and selection rests with the Navy Motion Picture Service in Brooklyn.

Even though the movie industry has cut back tremendously on its own output in the last few years, the NMPS has endeavored, without sacrificing quality, to procure four new programs each week, for a total of 208. Last year the goal was missed by seven, as only 201 were procured because there was a product lack.

Hollywood produced only 140 movies, so a wide field of entries had to be considered to maintain selectivity at a high rate. The fact that 307 movies were screened, compared to a Hollywood output of 140, is the answer to criticism that foreign and every other available source of entertainment films are not explored. Of the total of 307 screened, 201 were ordered and 106 rejected for a rejection rate of 34.5 per cent (proof that NMPS is selective).

NMPS's mission is to procure the latest in new entertainment films. It is doing well in fulfilling this mission since most pictures today are being delivered to the Navy audience in 16-mm, simultaneously with release. In some cases delivery and distribution are well in advance of commercial release. (As for such epics as *Ben Hur* and *Cleopatra*, there is a holdup, since these are special "roadshow releases".)

—Jerry Richardson, LT, USN

Lilith (2855): Drama; Warren Beatty, Jean Seberg

The Finest Hours (2856) (C): Documentary

Invitation To A Gunfighter (2857) (C): Drama; Yul Brynner, Janice Rule

Kitty (2858): Ray Milland, Paulette Goddard (Re-issue)

Becket (2859) (C) (WS): Drama; Richard Burton, Peter O'Toole

Guns At Batasi (2860) (WS): Drama; Richard Attenborough, Jack Hawkins

First Men In The Moon (2861) (C) (WS): Melodrama; Edward Judd, Martha Hyer.

The Time Travelers (2862) (C): Science Fiction; Preston Foster, Merry Anders

Bomb In The High Street (2863): Drama; Ronald Howard, Terry Palmer

Fate Is The Hunter (2864) (WS): Drama; Glenn Ford, Nancy Kwan.

Dear Heart (2865): Drama; Glenn Ford, Geraldine Page.

Disorderly Orderly (2866) (C): Comedy; Jerry Lewis, Susan Oliver.

The Gorgon (2867) (C): Suspense Drama; Peter Cushing, Christopher Lee.

Four Guns To The Border (2868): Drama; Rory Calhoun, Colleen Miller.

Two Are Guilty (2869): Drama; Anthony Perkins, Jean-Claude Brialy.

Godzilla vs The Thing (2870) (WS) (C): Fantasy; Akira Takarada, Yuriko Hoshi.

Strange Bedfellows (2871) (C): Comedy; Rock Hudson, Gina Lollobrigida.

Goldfinger (2872) (C): Melodrama; Sean Connery, Shirley Eaton.

Yankee Pasha (2873): Drama; Jeff Chandler, Rhonda Fleming.

Rio Conchos (2874) (WS) (C): Western; Richard Boone.

Joy House (2875) (C): Melodrama; Jane Fonda, Alain DeLon.

The Crooked Road (2876): Suspense Drama; Robert Ryan, Stewart Granger.

Mutiny In Outer Space (2877): Suspense Drama; William Leslie.

Welcome Stranger (2878): Comedy Drama; Bing Crosby.

Mediterranean Holiday (2879) (WS) (C): Travelogue; Burl Ives.

Cartouche (2880) (WS) (C): Melodrama; Jean-Paul Belmondo.

Bebo's Girl (2881): Drama; Claudia Cardinale, George Chakiris.

Night Train to Paris (2882): Melodrama; Leslie Nielson.

The Far Country (2883): Action Drama; James Stewart, Ruth Roman.

Per Diem Payments Are Out For Navymen Reporting Early For TemDu Assignments

From now on, you'd be wise to scrutinize any temporary duty orders you receive. Otherwise you might be out-of-pocket for expenses you thought would be covered by per diem allowance.

Unnecessary per diem payments have been made to Navymen who report to temporary duty stations before their duty is scheduled to begin, but this will cease. Orders will henceforth be written and endorsed differently, and you will not receive per diem for unauthorized early arrival.

Department of Defense policy on this matter states that per diem payments should not commence earlier than the date specified in your orders, unless: (1) an earlier reporting date is necessary because of variations in transportation schedules; (2) the duty may be performed at any time, as compared with a fixed period (such as duty under instruction, when class dates are fixed); or (3) an appropriate command determines that early reporting is in the best interest of the Government, or has been caused by conditions beyond your control (such as ship departure or arrival).

To insure consistency in applying this policy, the Navy has published more detailed procedures for writing orders and authorizing per diem payments.

This applies to all of the following types of temporary duty:

- TEMDU (temporary duty)
- TEMDUINS (temporary duty under instruction)
- TEMDIFOT (temporary duty in a flying status involving operational or training flights)
- TEMDIFOTINS (temporary duty under instruction in a flying status involving operational or training flights)
- TEMADD (temporary additional duty)
- TEMADDINS (temporary additional duty under instruction)

Commands issuing orders for temporary duty that must be accomplished during a specified period, such as a course of instruction with a class convening on a certain date, must determine and fix a required date for reporting. This will normally be one working day before classes begin.

In other cases, such as when the distance to a temporary duty station is too great to allow for a specific date to be set, when there is leave involved during transfer, or the temporary duty is in connection with PCS orders, other considerations are made.

First, the orders will show a "report not earlier than" date as well as the usual "not later than" date.

In addition, the orders will state that per diem will not commence earlier than the authorized date on the orders.

When your orders are reviewed for endorsement at the temporary duty station, you will be advised if you've reported too early. If you're on leave, you will be authorized to remain in a leave status until the proper reporting date.

Or you may report in, but with the understanding that per diem is not authorized for the period prior to the date shown on your orders, and an appropriate endorsement to that effect will be made on your orders.

The only exception to this will be when an appropriate command detaches you earlier than expected for reasons in the best interest of the Government, and an endorsement to that effect is made on your orders.

BuPers Inst. 1320.9 contains detailed information on this subject.

New Leadership Films

Three new leadership films, *Case of the Controversial Quota*, *Leadership and the Junior Officer*, and *Are You Really a Good Petty Officer?*, were distributed in March.

The case study deals with the problems of which man to send to school. The second film, which is in color, presents a discussion by the executive officer of a small ship with his junior officers on how they can add to the effectiveness of their ship by proper leadership.

Are You Really a Good Petty Officer? also is a color film which demonstrates how imperative it is to make the right decision, rather than the easy one, in carrying out one's responsibilities.

Some of These Pointers May Help to Keep You Out of the Red

If you're walking down a dark street some night and a thug jumps out of the shadows, points a gun at you, and demands your money, you can't blame yourself for giving in to superior force.

But what about the man who, in broad daylight and without any threat, allows himself to be separated from his pay? All too often ignorance makes this possible.

The following report offers excellent advice on the pitfalls of making purchases in strange places, and in cities that are new to you. It was written by L. M. Butt, a Civil Service employee, working for the Navy. ALL HANDS feels it will be helpful to Navymen stationed anywhere, at home or abroad.

THOUSANDS of men and women in every walk of life, including the armed forces, are victims of "white collar bandits" every day of the year. Each year, millions of dollars are extracted from the pockets of gullible citizens. This report is not primarily concerned with the many who fall for "get-rich-quick" schemes, such as phony uranium mines and underwater real estate.

It is concerned with the questionable sales practices affecting members of the Navy family.

Navy people are no easier to fool than any other group of citizens. However, they may be vulnerable for a number of reasons. They are often strangers to the community, and, therefore, unaware of the particular technique. The occasional dishonest person in the vast field of selling knows that the Navy takes a dim view of service personnel who pile up debts. Once a high-pressure seller has a man's signature on a contract, he can apply pressure by threatening to write the man's commanding officer. The CO may feel, with justice, that a man who allowed himself to get into such a predicament would not deserve a promotion. In extreme cases, repeated instances of such indebtedness might cost a man his entire career in the service.

As stated before, the separation of a man from his money in clip joints is not under consideration here. Our interest is in the sailor who falls victim when he goes out to make a

purchase. The vast number of businesses are, of course, honest, and they are just as interested in protecting the customer as the customer is in protecting himself.

WHAT THEN is the criterion to look for in determining where to buy? The size of the store is not a criterion—some of the best buys are in the smallest stores; some of the biggest profits are sometimes made by the big "quality" stores. The location of a store is not a real criterion either. *The only real criterion is the store's reputation.* Below you will find ways of determining the reputation of a business.

The Wrong Solution

A serviceman was called in one day by his CO, because a business firm had written to say the man was delinquent in his payments on a purchase bought on a time basis. Because the serviceman felt he had been taken in (and he had), he foolishly stopped payments without regard to his legal commitments. He had contracted to pay \$82.00 for a product which was identical to one he saw somewhere else for \$44.98. But he had signed a contract, and now was in deeper trouble because he had stopped payments. Moral: he should have shopped around in reputable stores rather than to have yielded to that first impulse to buy.

In another case, a Navyman left an item to be repaired and then mailed to his new address. After some

weeks he wrote, but did not receive an answer. He finally called at the shop and was told it had already been mailed to him, insured. The serviceman called at his post office and learned that the package had finally arrived, and that there was a C.O.D. charge of \$25.43 for repairs on an article which he had purchased new for \$25.00. He also discovered that the package had not been insured, as stated. His first mistake was in not dealing with a reputable outfit. His second mistake was in failing to get an estimate on the cost of repairs.

The "Puller-In"

In some places it is dangerous to look in a store window. Some merchants use so-called "pullers-in" who dash out into the street and drag a man in, often to be trapped into a phony deal. In one West Coast city, a proposed "anti-hawker" ordinance which would have prohibited soliciting customers from business doorways was proposed, but it just missed receiving the required votes. The puller-in isn't himself illegal, although what he does may cause the armed forces to place his establishment off-limits or out-of-bounds.

Points of Caution

- Don't allow yourself to be lured in off the street to buy anything. A legitimate merchant doesn't have to use such tactics to get customers.

- Make a point of finding out if the store is off-limits or out-of-bounds. The Better Business Bureau, local banks, and friends should be able to give information on the reliability of a merchant. The armed forces police, shore patrol, or the legal assistance officer also can help.

- Look for a price ticket on each article shown to you. In some cases, the price printed on the package is higher than the selling price. This is particularly true in so-called "discount" houses.

- Before buying, whether the purchase is furniture or appliances, or watches or jewelry, familiarize yourself with the well-known brand names. Do your window-shopping in the reputable business districts to see the range of styles as well as prices.

- Make a point of distinguishing between recent and older styles. This



"Now I'll go over it once more, Melvinton . . . In the Navy, when the Captain says 'Weigh the anchor' . . ."

is important. Furniture styles change. Appliances improve from year to year. Even watches age. In addition, some old products have parts no longer manufactured, so that if a part had to be replaced, the product would be useless.

Burden of Proof is on Buyer

In many towns Better Business Bureaus regulate the practices of commercial firms. It is important, however, to keep in mind that the old precept: "Caveat Emptor—Let the Buyer Beware"—is still the rule. You have to learn how to avoid being cheated.

Here is the kind of experience which teaches buyers to be more careful. In one city with a large Navy population, a firm which sold sides of beef and other meat "encouraged" people to buy expensive freezers by promising they would be able to pay the installments on the freezers with the money they saved on the meat. It later developed that the meat cost as much in large quantities as it did in smaller packages, and that there was no saving at all which could be applied to paying off the freezer.

A furniture store offers a 10-piece living room suite for \$100—everything you need—sofa, lamps, chairs, tables, rugs, mirror. The sofa is a "sectional," coming in three fitted parts. After inspecting the furniture carefully, the prospective purchaser decides this is a good deal; a down payment is made and the set delivered. But the price isn't \$100 after all. It is \$200—the \$100 price doesn't include the middle section of the sofa. That piece costs another \$100! The customer signed a contract for the set without carefully reading what he was required to pay, and, unless he can prove misrepresentation amounting to fraud, he has to pay the \$200.

Read All or Sign Nothing—The records of legal assistance officers are full of complaints of servicemen who signed contracts without knowing just what commitments they were undertaking.

When a man signs a contract which will wring him dry financially, there is little the Navy legal assistance officer can do. The purchaser can ask the other party to the contract for relief from extortionate rates of interest or other exorbitant demands of the contract, but every legal right is with the other party. The buyer signed the paper. The as-

sumption is that if he signed it, he must have known what it was about.

Understand What the Contract Says—

A serviceman buys a car for so much down and so much a month as stated in the sales contract, of which he has a copy. The total price is \$2000, of which our man pays \$1000; then he finds he can no longer continue payments. He's not very worried, because he figures the value of the car is much greater than the amount still owing on it.

The agency repossesses the car. If this Navyman thinks that's the end of the matter, he's sadly mistaken. He hadn't read the fine print on the contract. Even had he done so, he might not have been able to understand the legal jargon in which it was worded. It says that if payment isn't kept up, then the company will put the car up for resale. If the price they receive is not equal to the balance due, the sailor will have to pay the difference.

This is exactly what happened. The agency arranged to have the car sold to a "wholesaler" for an above-the-counter price of \$500, well below its actual value.

The sailor was dunned for the difference. When he chose to ignore their demands, they turned the matter over to a collection agency which began to snow him with demanding letters.

Because he continued to ignore their requests, they wrote to his CO. Not receiving any satisfaction as a result of these letters, the collection agency sued the serviceman for the balance due and, because the contract so provided, obtained a judgment for the amount plus costs and attorney fees.



"Cranch has some kind of a notion that the Chief is always jumping on him."

ANOTHER CASE shows the importance not only of reading everything in the contract, but also understanding everything you read. A serviceman bought a car for 20 payments of \$50 each. After almost two years, he sent in his last payment, happy in the thought that at last the car was his own.

Unfortunately, he was wrong. The sales firm sent him a bill for an additional \$300, the interest charges he forgot to include. The serviceman talked it over with his legal assistance officer, who showed him just where in the contract the interest charge was listed, a brief statement in an elaborate description of the method of payment. There it was in black and white. The buyer had read it but, since it was not spelled out in figures, ignored it—to his eventual regret.

If you're getting ready to sign a contract:

- Make sure the contract lists the total price, less interest, of the item you buy, whether it be a ring, a car, or some other item. Make sure the rate of interest, as well as the total interest charges, are listed separately. The exact number of payments you must make and the exact amount of each should be clearly stated.

- Everything that should be included in the purchase should be specifically listed in the contract or in an itemized account attached to the contract.

- The contract should also contain all the obligations as well as promises undertaken by both parties to the contract. This applies whether you are the buyer or the seller. "He said it was guaranteed for a year," or "He swore it was the genuine imported article, which couldn't be duplicated for twice the price," or "He promised to buy it back if it didn't work" all mean nothing, unless they are in writing, in the contract.

Door-to-Door Deception—Navajo blankets made in Brooklyn, New York, and Harris tweeds which are really shaggy rayon are only two examples of door-to-door fraud. Canvassing may be a legitimate business—there are many respectable businesses which operate this way—but the rackets are numerous. One woman did well, collecting for a charity which did not exist. One young man sold magazine subscriptions by tell-

ing people he was the representative of a famous boy's school trying to pay his way. It was all a fabrication, and subscribers never received any magazines.

Military families have been defrauded by a canvassing racket which is widespread. The salesman offers an attractive piece of furniture, a baby's high chair or a fancy hassock. He doesn't ask you to buy it. He only asks you to try it out. He'll be back and pick it up next week.

All you have to do, he says, is sign a receipt for the article, which you do.

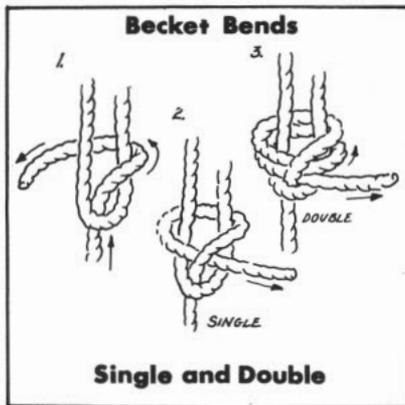
Several weeks pass; he doesn't appear. You don't want the item, so you write, asking the sales office to send a man to take it away. Not only does no one appear, but *you* get a bill, and a steep one at that, together with a statement that the "receipt" you signed was, in fact, a bill of sale!

Moral: Don't sign anything for unknown door-to-door salesmen, even a receipt or an order for later delivery, unless you have actual third party witnesses (adults) to the representations of the seller and you carefully read what you sign. Don't give deposits or make any commitments, unless the salesman represents a firm you know and shows credentials which satisfy you that he is employed by that firm.

Mail Order Racketeering—The mail order business is a large and respectable one. Unfortunately, here too you will find a number of lucrative rackets. Swiss watches that cost \$19.95 and are really worth \$5.00 are a typical example of this kind of fraud. The lure is the word "Swiss." Some people think that every Swiss watch is a quality product. Unfortunately, this is not so. While the country is justly famous for the quality of its finer timepieces, Swiss jewelers also turn out low-priced ones, since there is a world market for cheap watches. Extreme care should be exercised in the purchase of any mail order jewelry.

"Sucker" List—Crooked firms utilizing the mail order method work from lists of "suckers." They pay large sums for such rosters of future victims. One way they get them is to offer a member in the service a free 10-dollar gift if he sends in the names of 25 shipmates. The sailor who complies may find himself in serious trouble. The sailor who

Grains of Salt —

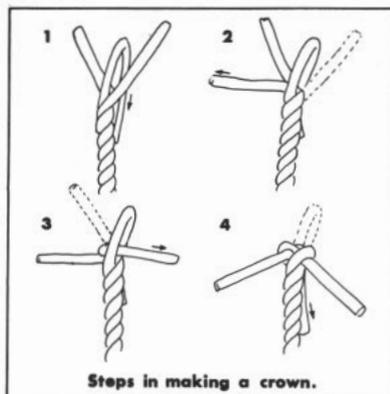


makes it possible for his shipmates to be cheated out of their money, who sells their names to someone who will mulct them, is betraying his friends.

Contract Obligations—Some service personnel are under the illusion that their membership in the armed forces exempts them from the obligation of contracts. They are wrong. The Soldiers' and Sailors' Civil Relief Act provides some protection and relief on contracts entered into by inductees before induction. The protection afforded is usually deferred payment or reduction of interest charges, rather than getting a man out of paying what he contracts for. Members of the Regular Navy and all who make purchases *after* entering the service are just as obligated to meet payments as are other citizens. There are many misconceptions about the sailors' rights under this statute.

A man is safe in relying on the Act only after proper advice is given him by the legal assistance officer or his lawyer.

HERE ARE SOME BASIC suggestions for the buyer:



- Be a comparison shopper. Check prices in different stores. It's worth the effort.

- Remember that if you make purchases in established stores, recommended to you, and in stores which stand behind their products, you practically eliminate the risk of a bad buy.

- Don't buy luxury items in gaudy stores in disreputable shopping areas.

- Don't buy where prices are not marked on goods.

- Be wary of buying in stores that have close-out sales all the time.

- Unless you know the commodity well, it's safest to buy known brands for assurance as to quality and value.

- Test everything that can be tested before buying.

- Get guarantees in writing. (Find out, before buying, if you have the right to a refund if the merchandise is faulty).

- Resist, as much as possible, buying in haste or buying on impulse.

- Don't fall too quickly for the appeal of a bargain. Remember, no merchant is able to give his goods away.

- If you have been the victim of deceptive advertising, register a complaint with the newspaper, magazine, radio or TV station that carried the ad.

- If a merchant refuses to redress a wrong, report the situation to the proper military authority.

Some naval districts have Armed Forces Disciplinary Control Boards which protect members of the service from influences and activities that would adversely affect their health, welfare and morals. In addition to military members, the boards may consist of representatives of federal, state and county law enforcement agencies; trade groups; and Better Business Bureaus. Control boards have placed firms off-limits for defrauding service personnel and will continue to do so when considered necessary.

Off-limits signs may not be on display. It is, therefore, doubly important that a man check the off-limits list available in his unit before going on liberty. The owner of such a place may or may not inform the potential customer that he should not buy there.

—L. M. Butt

Here's a Rundown on What Guam Has to Offer the Navy Family

IF YOU HAVE orders to Guam, consider yourself lucky. In spite of the slogans that create instant suspicion by proclaiming "Guam is good," the island really has a lot to offer the Navy family that likes a foreign atmosphere—but not too foreign—or that wants duty outside the United States but not too far out.

These advantages are possible because of Guam's unusual history and its geographic location.

For a Pacific island, Guam has been exposed to the influences of Europe and the United States for a long time—since 1668, to be exact, when the Spanish began an occupation which was to last for two centuries.

The island was occupied by the United States during the Spanish-American War and was governed by the U. S. Navy from 1899 until the beginning of the Japanese occupation in December 1941. Guam was one of the very few U. S. territories to be occupied by the enemy during World War II.

When the United States regained control of Guam in 1944, the island was placed under a military government. When civil government was restored, it was first administered by the Navy and is now under jurisdiction of the Department of the Interior. In 1950 Guam became an unincorporated territory of the United States.

English is the official language of the island and is a required subject in the schools. Many Guamanians, however, still speak the Chamorran language and school is often the first exposure that Guamanian children have to English. Incidentally, there are quite a few Guamanians. The island is the largest and most populous in the entire Marianas group.

Guam has an area of about 220 square miles. It is 1350 miles south of Tokyo, 1500 miles east of Manila and about 5000 miles southwest of San Francisco.

The southern end of Guam is rolling and has what might be called small mountains with a few streams. The northern half is a flat coral plateau. The lower altitudes on the island are covered by tropical plants—coconut palms, banana plants, breadfruit and ironwood trees. Grasses, shrubs and vines grow in lush profusion in the area.

As the elevation of the land increases, the tropical vegetation blends into flowering bushes, tangeranges, small pines and sword grass.

Guam's climate is warm and humid all year long. The island averages 87 inches of rainfall each year, most of which falls between July and December in several daily showers lasting from five minutes to five hours. It also rains during the dry season, but less frequently.

The ocean near Guam spawns typhoons but most of them move away from the island and could be classed as little more than tropical disturbances with heavier than normal winds and rains. Whether the weather is classed as a disturbance or as a full-fledged typhoon (of which there have been only four in the past 15 years) there is ample warning of what to expect and prepare for.

In spite of the inconvenience caused by an occasional typhoon—and an inconvenience is usually all they amount to—Navy people like Guam. The extent of their liking it can be measured by that infallible barometer—requests for extensions. The balmy climate and the outdoor way of life on the island persuade hundreds of people each year to ask for a chance to spend another year there.

There are several things you should do as soon as you receive orders to Guam. The first is to start getting your shots and arranging for your dependents to get theirs. In

addition to their shots, your dependents must have a physical examination within 30 days before traveling from the States.

You will be required to show your immunization record when you report for overseas processing at which time all women dependents and children under the age of six receive a re-check physical examination as a part of their medical clearance.

Housing—To prevent any dependents from arriving in Guam without a place to live, an entry authorization is required and can be granted by Commander Naval Forces Marianas. If housing is available on Guam, permission to enter and concurrent travel are almost guaranteed. The available housing must be Navy housing, however. No entry permits are granted on the strength of a private rental arranged in advance through an agent.

When you request concurrent travel, include the age and sex of your children, your new duty station and the time you expect to arrive at the Port of Embarkation.

All officers are eligible for Navy public quarters, as are enlisted men in pay grades E-5 through E-9. Men in pay grade E-4 are also eligible provided they have four or more years of service for pay purposes and are assigned to Guam for a normal two-year tour.

Household Equipment—When you start wondering what to bring to Guam by way of household equipment, keep in mind that Navy permanent quarters are well furnished and equipped with an electric stove, deep freeze, refrigerator, beds, mattresses, chests and desks.

Old Guam hands say an extra refrigerator comes in handy on the island and suggest you bring yours along if you have one.

Before bringing anything else, however, you would do well to remember that Guam's climate is warm and humid and therefore not kind to overstuffed and veneered furniture and definitely unhealthy for carpeting.

The houses on the island have ample hotlocker space (closets with heating units installed) in which you can store books, shoes and clothing which are prone to mildew as well as silverware and appliances which might rust in the salt air.

What to Wear

Here is a nutshell summary of the uniform articles you will need during your duty on Guam. Both officers and enlisted personnel are permitted to wear civilian clothing as prescribed in the general provisions of section four, Uniform Regulations.

UNIFORMS FOR LIBERTY

Officers and chief petty officers:

Tropical khaki or tropical khaki long; helmet is optional.

Tropical white or tropical white long; helmet is optional. (For Medical and Dental Corps officers only.)

Women officers:

Indoor duty white (nurses only).

Working grey.

Enlisted men, other than chief petty officers:

Undress white, A, with neckerchief.

Needless to say, however, hauling frequently used appliances in and out of the hotlocker is something of a nuisance so bring along an air-conditioning unit if you have it and regulate the humidity within your house.

Air-conditioner installation is usually made by the Navy's Public Works Center. If there are no 220V outlets in your housing unit, you are entitled to two such outlets at government expense. If you want others, the cost comes out of your pocket-book.

Your wife will be at a loss without a washing machine so, if you want clean sox, bring a washer with you. Because of Guam's annual rainfall, most people consider a clothes dryer a necessity, too. Be sure to bring an electric dryer because there is no gas on the island.

You won't need to bring curtains for your house on Guam because the windows are screened and louvered. Curtains can be hung, however, if you want to use them. You might like to bring a favorite lamp or two to give the house a familiar touch and, of course, you will need the same dishes, glasses, silverware, ashtrays, candy dishes, bed linens, tablecloths and towels that you now require.

With the possible exception of bookcases, of which there is a shortage, you will find almost everything you need available. If you are super-particular about the type of mattress you sleep on, however, bring your own; if you want the asphalt tiles on your floor to be polished to mirror brightness, bring along your own polisher.

Gardening is possible on Guam although not easy. If you plan to raise vegetables in your back yard, you would do well to bring along some of your gardening equipment. A garden hose is handy even if you raise nothing but grass.

The new quarters at the Naval Air Station, the Naval Communications Station and Sumay have patios which make patio furniture and barbecue equipment a pleasure to use.

Clothing—Since casual dress is the order of the day on Guam, clothing isn't much of a problem—just bring what you would expect to wear in the States on a humid summer day—but keep the humidity in mind and emphasize washable material.

Your wife will find that dress-up affairs, although not frequent, do happen and she might wish to bring

a couple of cocktail dresses and a long formal. Nylon is usually too hot, otherwise she can choose almost any material.

You can buy underclothing on Guam but if you have a favorite kind, you would do well to find out if you can buy it in the Exchange. If not, bring a supply.

The same applies to shoes, which

lead a hard life on the island, having to withstand the sharp edged coral and the ravages of the rainy season. For women, flats and high heels are easily obtained but medium heels are sometimes hard to come by. Your wife and daughters will wear sandals or open-toed shoes most of the time.

Clothes for the kids are no problem unless they require special shoes.

HOW DID IT START

Ejection Seats

While ejection seats are a relatively new invention, parachuting is not. In Italy back in 1495, Leonardo da Vinci (of course!) designed what may have been the first parachute—a pyramid of cloth.

About 350 years later, after several changes and improvements had been made, Andre Jacques Garnerin of France became the first parachutist. During the late 1790s, Garnerin jumped from hot air balloons from heights of 2000 to 8000 feet.

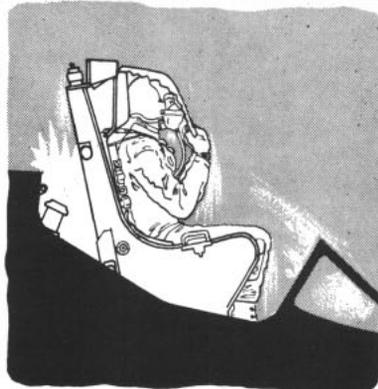
In 1808, a Polish balloonist named Kupaento jumped from a burning balloon over Warsaw, and is believed to have been the first person ever to save his life by using a parachute under emergency conditions.

In the early years of aviation, the low aircraft speeds allowed the pilot to crawl along the wing to jump clear of the aircraft. But in today's high speed planes, the pilot does not have time to free himself from the cockpit. Now he must be quickly ejected in order for him to clear the tail surface.

Once he is clear of the aircraft, the pilot free falls until he passes below a certain altitude, and then the parachute opens automatically. This delayed opening is necessary above 10,000 feet because of low temperatures, insufficient oxygen, and the tremendous opening shock the pilot would suffer at a higher altitude.

At low altitudes, the ejection seat separates immediately and the parachute opens.

A Swedish company in 1942 was the first to experiment with the explosive type seat.



During World War II, the Germans made 60 ejections. In 1944 the German High Command ordered all fighter aircraft to have ejection seats.

The English began experimenting with ejection seats in 1944. They researched several escape systems, following the same program which the Germans had begun. The first live English ejection was made in July 1946 from an altitude of 8000 feet and an air speed of 320 miles per hour. A second ejection was made in 1947 from 12,000 feet at over 400 miles per hour.

In 1940, the United States had begun analytical tests. But it wasn't until 1945 that the Air Force and Navy decided to improve their aircraft escape systems. The two services formed a research team which developed a U. S. system that combined the Swedish, German and English data.

On 17 Aug 1946, Air Force First Sergeant Lawrence Lambert made the first U. S. ejection. In October of the same year, Lieutenant Furtek made the Navy's first ejection.

During the next nine years, the U. S. made several improvements in escape systems. They developed the automatic lap belt which separates the seat from the man, and an automatic parachute opener. They also improved the seat's cushioning and propulsion which reduced the initial shock on the pilot.

A further improvement was necessary when, in 1955, a test pilot made a low level supersonic bail-out. While he was flying his F-100A at 35,000 feet, the pilot discovered his controls had locked. When he ejected at 6500 feet, the plane was in an 80-degree nose dive with a speed of nearly 800 miles per hour. The pilot survived this ejection, but it took six months of careful medical attention for him to recover. It became apparent that an ejection system was needed which would operate safely even under these circumstances.

Ejection seats now permit low altitude ejections at almost any speed. In most aircraft, the ejection system even allows the pilot to escape from the plane while it is still on the ground, but enough forward speed must be attained so the parachute can open before the pilot strikes the ground. —ENS T. A. Willandt, USN.

THE BULLETIN BOARD

If your wife sews, tell her she should pack a supply of colored thread and zippers with her machine.

When you get to the point at which you are ready to pack, your supply officer and the household effects section of your naval district's Naval Supply Depot will help you in your planning.

Baggage and HHE—If you travel by ship, your personal luggage and hold baggage will travel with you. Your personal luggage should include some warm clothing. You will need it for the first few days out of San Francisco as well as for your few pre-sailing days there. The remainder of your trip will be spent in light, washable casual clothes.

If you want to travel light and are going by ship, you can use the laundry and ironing facilities on the MSTS vessel that carries you to Guam. The usual arrangement is to anticipate your laundry needs; sign up in advance for the use of a machine and be there when your turn comes.

MSTS travelers can claim their hold baggage as soon as they arrive on Guam. It should contain items which you feel you will need to operate your home on Guam for the first month or two.

Air travelers to Guam are fortunate in that they, too, can have hold baggage. It won't accompany them but it will be sent on the first available vessel leaving San Francisco.

To get your household effects shipped to Guam, there is a little paperwork you will have to do. In effect, you will probably have to make two shipments—one to Guam and the other to storage. For these shipments, you will have to fill out an application for Transportation of Household Goods (Form 116).

You will also need certified copies of your orders and certified copies of authority for your dependent's entry to Guam.

Your supply officer is the man to see for help in this field. He can probably give you a more accurate estimate as to the length of time your household goods (and automobile) will be en route but the usual is six to eight weeks after you arrive.

To keep your household afloat after its immediate arrival on Guam, the Navy Wives Club will supply you with a hospitality kit containing linens, tableware, and pots and pans. A small fee is asked for this service

to keep the kits in good order.

Automobile—As mentioned earlier, you can expect your car to arrive from six to eight weeks after you do and a car on Guam is a mighty handy item to have. You might even consider it indispensable since there is no public transportation.

Everyone from the highest ranking officer down to enlisted grade E-4 (with four years of service) is authorized shipment of a car at government expense if he has permanent change of station orders. Others can ship their cars if they have the approval of Commander Naval Forces Marianas. This approval is necessary before delivering your car to the Naval Supply Center at Oakland.

As soon as you receive your orders complete DD Form 828 (Motor Vehicle Shipment Application) and send it to the Naval Supply Center at Oakland.

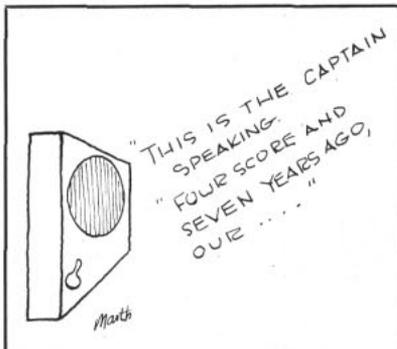
You will find, after your car arrives, that Guam's climate isn't kind to it so don't rush out and buy a new one to take with you.

On the other hand, don't bring a bucket of bolts because repair facilities on Guam aren't up to stateside standards and you'll be in for trouble if your car isn't in top mechanical condition when it arrives.

Your car should have a good paint job to protect it from rust. Heavy duty mufflers (ceramic or glass are ideal) and tailpipes in good condition are elemental.

Travel—Whether you travel to Guam via MSTS or MATS, it is a safe bet that you will spend about two days in San Francisco. Unless you are exceptionally lucky, there will be no government transient quarters available so bring enough money to float yourself and your family in the Bay City's expensive commercial accommodations.

All-Navy Cartoon Contest
Albert C. Marth, SN, USN



While you are awaiting transportation, you will be kept busy with processing by the District Passenger Officer and you will have to deliver your hold baggage to Fort Mason for shipment.

Air passengers use Travis Air Force Base as a jumping off point. The time from Travis to Guam is from 12 to 30 hours depending on the type of aircraft you take. There is usually a stop in Hawaii and perhaps another brief stop at Wake Island for fuel.

If your dependents are traveling alone, relax. Your wife will undoubtedly tell you upon her arrival that the other passengers and the crew were helpful with the children.

The amount of baggage each passenger can take on the plane is limited to 66 pounds per person and won't be available until arrival at Guam. You are permitted to carry a small bag on the plane but it must be of a size that will fit under your seat. This bag, of course, should contain a change of clothing, toilet articles, a washcloth and other personal items.

MSTS passengers can obtain detailed instructions concerning their trip from the District Passenger Officer. Each member of the family is authorized two standard-sized suitcases to be stowed in his cabin.

Enlisted personnel must be in uniform. Officers must be in uniform during the evening meal and when embarking and debarking.

The ship's facilities, you will find include medical care, recreation facilities and a laundry. There is a ship's store which sells that all-important item for many—disposable diapers.

Facilities—When you arrive in Guam, you will find it has all the comforts of home. The Navy Exchange, for example, in addition to functioning as a retail department store, includes a beauty shop, tailor and barber shops. The commissary store is complete with fresh frozen foods and vegetables.

If you or your dependents require hospitalization while you are on Guam, you can be assured you will receive the best of care at the Naval Hospital. The hospital is large, completely equipped and staffed with competent medical personnel. Dependents' care includes pediatrics and your dependents' medical records should be brought to Guam.

Dental services on Guam are furnished to dependents but on the

proviso that their care will not interfere with dental treatment for the Fleet and other active duty personnel.

You would be wise to take care of any dental deficiencies in your dependents before they leave for Guam. There are no orthodontic treatment facilities on the island, and there is usually a six-month waiting period between the time dependents are examined and the time they are treated.

If you need legal assistance, there are qualified officer lawyers designated as Legal Assistance Officers at the Naval Station and at the COMNAVSTA Staff Legal Office on Nimitz Hill. All other commands have legal advisors but they are not lawyers.

You can obtain assistance on such matters as wills, contracts, domestic relations, taxation (including income tax), estates, insurance torts, real estate (including leases), personal property and other matters.

The laws of Guam permit Legal Assistance Officers to administer oaths, affirmations and affidavits, acknowledgements of deeds, powers of attorney and similar legal services for persons who are on duty with the armed forces.

Recreation—Guam probably falls in the better-than-average class with respect to recreational facilities. The Armed Forces Golf Course is a well-tended, modern, 18-hole course and is open to U. S. military and civil service personnel on the island and their dependents. There is also a nine-hole pitch-and-putt course and driving range.

There are several beaches which are available for swimming, picnics and other recreational activities. Shell collecting, spear fishing and skin diving are very popular sports on Guam.

Hunters will have to be content with shooting at clay pigeons and targets at the skeet, rifle and pistol ranges because there is no game hunting on Guam.

Other sports on Guam run the gamut—tennis, bowling, archery, fishing, hiking, handball, badminton, baseball, softball, basketball, even football—you name it, they probably have it.

For those who like their recreation to be a little more sedentary, there are hobby shops, libraries, bridge clubs, little theater groups and camera clubs around the island.

Outdoor movies are a nightly feature and there are civic activities and social organizations for adults and young people—Elks, Masons, Shriners, Boy Scouts, Girl Scouts, Lions Club, VFW, American Legion, Guam Fine Arts Society and many others.

Officers' and CPOs' mess (open), enlisted men's clubs and a few island "nite spots" offer good food and entertainment.

Education—Education is compulsory for all between the ages of six and 16 and there are elementary, junior high and high schools available to the children of Guam. There are also parochial schools which cover all grades from first through high school.

If your children enter school on Guam, bring their birth certificates. If they transfer, bring certification from the last school they attended.

Bus transportation is provided for grammar and high school students on an almost door-to-door basis.

Several kindergartens are operated for pre-school children.

College students, if they begin their college careers on the island, can turn to the College of Guam which offers college credits in liberal arts, music and agricultural curricula. These credits are acceptable in state-side colleges and universities.

The University of Maryland Extension Program is also available for active duty personnel and their dependents. Andersen Air Force Base is the home of Maryland University on Guam, although a few courses are offered at the Naval Station.

Churches—Guamanians are predominantly Roman Catholic although there are also Baptists, Seventh Day Adventists, Latter Day Saints and Christian Scientists on the island with regularly established worship services.

The Naval and Air Force chapels provide Protestant, Roman Catholic and Jewish religious services, Sunday school and Bible classes. Other religious activities are also conducted regularly.

Navy personnel on Guam are encouraged to take annual leave and there are space available MATS flights to Japan or the Philippines. You can also arrange for commercial transportation (at your own expense, of course) to other countries in the Far East where travel is authorized. This affords the serviceman and his family an excellent opportunity for

vacationing while on Guam.

You will probably be favorably impressed with the Marianas from the time you arrive. As times passes, you most likely will come to the conclusion that, in pulling duty on Guam, you didn't do half bad.

Foreign Language Test To Determine Your Skill

The Navy is adopting Army standard tests to measure an individual's aptitude for, and proficiency in, a foreign language.

Previously the Navy accepted an individual's personal estimation of how well he could communicate in or comprehend other tongues. Now, using these tests, everyone's level of foreign language proficiency will be graded in the same manner. This information is recorded on your rotation data card, as some assignments require foreign language proficiency.

Hereafter, the Army Language Proficiency Test may be administered under any of the following conditions:

- When you complete a language course.
- When you complete a duty assignment requiring the use of a foreign language.
- When records indicate that you have a language ability.
- When you claim an ability to speak or read a foreign language.
- At two year intervals.
- When directed by the Chief of Naval Personnel.

The Army Language Proficiency Test should not be confused with the foreign language aptitude tests which are administered to everyone before assignment to a course through the Defense Language Institute.

Both types of tests are available from the Naval Examining Center.

Army language proficiency tests are available for the following languages:

Albanian	Hebrew,	Romanian
Arabic, Iraqi	Modern	Russian
Bulgarian	Hungarian	Serbo-
Chinese,	Icelandic	Croatian
Cantonese	Indonesian	Slovenian
Chinese,	Italian	Spanish
Mandarin	Japanese	Swedish
Czech	Korean	Thai
Danish	Lithuanian	Turkish
Dutch	Norwegian	Ukrainian
Finnish	Persian	Vietnamese
French	Polish	Yiddish
German	Portuguese	
Greek, Modern		

Further details on this subject are contained in BuPers Inst. 1550.42.



SPECIAL SUPPLEMENT

Music Makers, USN

BACK IN the early days of the Navy, how did recruiters advertise the sea service, and call attention to the opportunities of shipping out on the latest man-o'-war to points east or west? No radio or TV, and newspapers were few and far between.

There was, however, one method by which the attention of the wide-eyed farm youth and his city cousin, seeking adventure and riches, could be attracted. This was a band.

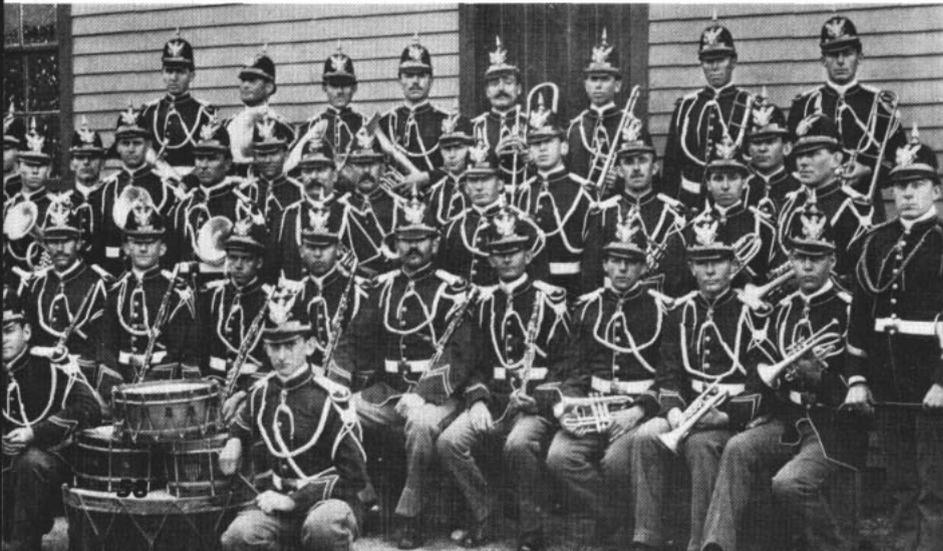
When the tides of time or the fortunes of war thinned out a crew, ship's bandmen became recruiters. They marched through the streets, loudly rolling their drums and tooting their fifes, calling prospective Navymen to join them in sailing the wide (and rough) seas.

Perhaps "band" is a slightly over-ambitious title. Major ships of the early 1800s might carry three or four men on board who could beat

a drum, toot a horn, or perhaps, play a fiddle. When the situation indicated, they could manage a jig for their shipmates, but they were likely to have been able-bodied seamen first and musicians (if such is the term) only by chance.

However, the first U. S. Navy musician who appears to be recognized by that title was James F. Draper. It was in 1825 that he signed aboard the U. S. frigate *Brandywine*.

BELIEVE IT OR NOT—This photograph was taken back in 1902 of the men in U. S. Naval School of Music, Norfolk, Va.



We don't know whether he was fiddler, fifer or drummer, but we do know that he received \$10 a month for his services.

Although the records don't show it, it was obvious that he wasn't the only musician in the Navy. Two years later, in 1827, a band of 20 musicians were referred to aboard *USS Constitution*.

BANDS OF SUCH proportions could hardly have been employed on many of the old frigates, but perhaps the commander of *Constitution* was especially fond of music, and the laws governing the acquisition of musicians seem to have been entirely in the hands of the individual commanders.

A year earlier John H. Page, seaman, had been promoted to Master of the Band of the frigate *Constellation* and William Tuton, also an ordinary seaman, was promoted to the rank of Musician.

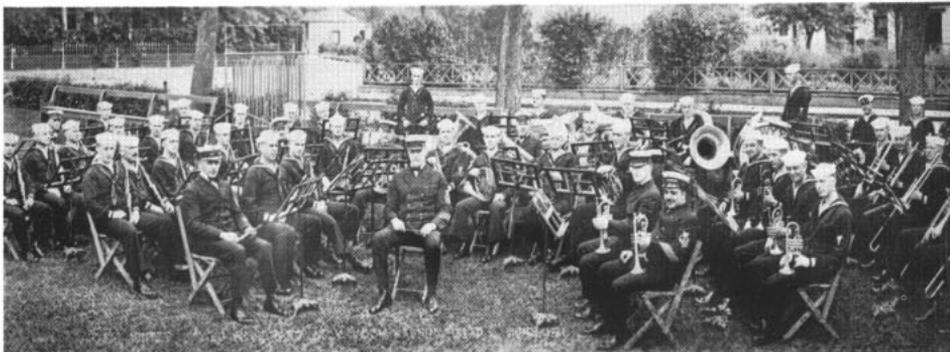
Musicians were usually recruited from the crew; that is, there was no apparent effort to encourage men to enlist as such. However, we do know that on 5 Apr 1830, William Raymond enlisted in the Navy as a musician at Norfolk, Va., receiving an entrance salary of 10 dollars per month.

In 1838, when Martin Van Buren was President and the paddle-wheel steamboat was coming into its own, the *Pay Table of the Navy Register* recorded the first Navy band to be paid for its efforts. But this, the Navy's first officially recognized band, was hardly larger than a small modern string ensemble, consisting of only a bandmaster, four first class musicians and one second class musician.

This marked the first of many



SCHOOL DAYS—These Navymen attended the Navy School of Music back in 1911. Below: Navy Yard Band in Washington, D. C. sets up for concert in 1921.



bands organized throughout the Navy during the years preceding World War I.

The years 1917-1918 brought about several changes which had a

powerful influence on band music. The service bands were recruited to full strength and equipped with the best instruments obtainable. Musicians of international note entered

MASCOT TOO—The 1910 Naval Academy Band poses with traditional mascot. *Rt.*: First official Navy Band in 1925.



U.S. Naval Academy
Annapolis Md.

Oct. 25 1867

Order

Midshipman Thompson (1st class)
who plays so abominably on a fish horn
will oblige me by going outside the
limits when he wants to practice
or he will find himself coming out of
the little end of the horn

David D. Porter
Vice Admiral
U.S.N.A.

Famed Vice Admiral David D. Porter prepared these orders for immediate execution while he was Superintendent of the Naval Academy in 1867.

They read: "Midshipman Thompson (1st Class) who plays so abominably on a fish horn will oblige me by going outside the limits when he practices or he will find himself coming out the little end of the horn."

the Navy; many enlisted from the great symphony orchestras, still others from the world's famous bands. During this period, the United States' march king, John Philip Sousa, took over the leadership of the Great Lakes Navy Band, molding it into a world-famous musical organization.

WITH THE SIGNING of the Armistice and demobilization of the uniformed forces, many of these bands

began to disappear as quickly as they had been assembled. The band that had been maintained at the Washington Navy Yard during the war dwindled immediately to four musicians. However, the Navy Department now fully conscious of the value of band music, wanted a musical unit that would adequately represent the United States Navy.

Unfortunately, recruiting and organizing such a band proved somewhat difficult at a time when the

enthusiasm of war days had been so thoroughly chilled. But this demand for a representative band was fulfilled when Charles Benter, then serving as Bandmaster aboard *uss Connecticut* (BB 18), was selected and ordered to Washington, where he was assigned the duty of creating a band worthy of upholding the traditions of the Navy.

From the meager band of four men that composed the Washington Navy Yard Band in 1918 there emerged in 1923 a musical organization of 63 men, who played for diplomats, private citizens and governmental heads. President Harding was very fond of music and was greatly impressed with the Navy Yard Band, so much so that he took 35 of these musicians with him on his cross-continental tour to Alaska.

During the administration of President Coolidge, the Navy Yard Band developed in popularity and thousands of music lovers attended its frequent concerts in the Washington area. It was then a huge band of 76 men.

In 1925 the band received recognition by a special act of Congress which was to make this group the permanent, official band of the United States Navy. When President Coolidge signed the act, the first one he signed after his inauguration 4 Mar 1925, the present Navy Band was born.

THEN THE band's name was changed from the Washington Navy Yard Band to the United States Navy Band and its leader was made a lieutenant. Another, quite noticeable change, followed when the band

HORNING IN—French horns and saxophones of today's Navy Band sound off in Sail Loft, Washington, D. C.





FINE TOUCH—It requires skilled hands to keep instruments shipshape. *Rt:* Navy Band concert at Washington, D. C.

gave up its traditional bell-bottomed trousers, adopted instead the regulation chief petty officers' type uniform.

In 1925, after numerous requests, the United States Navy Band was at last permitted to leave Washington on concert tours. Since that time, the annual concert tours, authorized by Act of Congress and approved by the President have made it possible for vast audiences outside of the Nation's Capital to enjoy the programs provided by this band.

Under Presidents Coolidge, Roosevelt, Truman, Eisenhower, Kennedy and Johnson, the Navy Band has played before audiences in all of the United States except Hawaii, as well as in South America, Canada, Germany, Puerto Rico, Panama, Haiti, and the Virgin Islands.

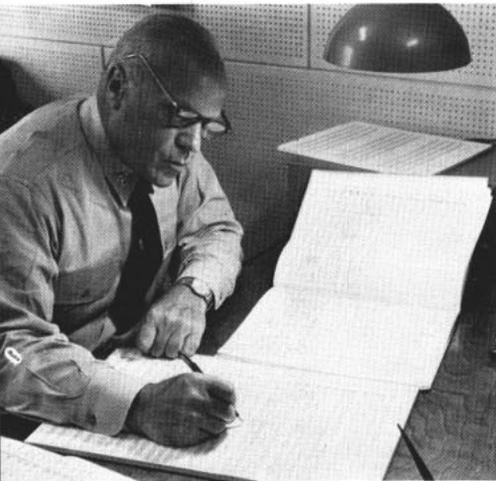
In 1937, for the first time in its 60 years of existence, the officials of the famed Canadian National Exhibition chose a service band of a foreign country as its feature musical attraction. And it is a commentary on the good will and friendship between the two great English-speaking nations on this continent that, in the year of the Coronation, the United States Navy Band should be the guest of Canada's exhibition. In 1964, the band made its sixth such appearance at the Exhibition, more visits than any other foreign band.

In 1960, the Navy Band made a tour of South America and tragedy struck. A contingent of the band was flying to Rio de Janeiro to play for President Eisenhower and the Brazilian President. There was a mid-air



KEEPING SHARP—Navy Band members rehearse for performance. *Above:* It takes both strength and skill to play tuba.





CHIEF ARRANGER works on a score of a Haydn Concerto preparing for Navy Band public performance.

collision and among the 61 killed were nineteen members of the Navy Band. Although heartbroken, the remaining members of the band continued their good will concert tour at the suggestion of then Chief of Naval Operations, Admiral Arleigh Burke. The response of the crowds was overwhelming.

In 1961, a group from the Navy Band flew to Berlin, Germany to represent this country on a special Christmas television program which was shown throughout the world. They also entertained service clubs during their brief visit to Berlin and so delighted their Army audiences,

BARITONE sax has his hands full.



they were usually rewarded with a soldiers' rendition of Anchors Aweigh. They also made non-commercial recordings to be used in Europe by the Armed Forces Radio Service and Radio Free Europe. An afternoon tour through the "Wall" into East Berlin was something the group shall never forget.

THE RECENT recordings, made by four great service bands for the benefit of the John F. Kennedy Center for the Performing Arts, were initiated by the Navy Band and have proven to be a most successful project.

The band traditionally appears at funeral services for Navy men in Arlington Cemetery, but by and large its duties are of a much more festive nature. It is an indispensable part of Washington's parades, inaugurations, ceremonies of state and has often been the center of attraction at the White House.

The Navy Band's summer concerts are an institution to concert-goers of Washington and the millions of visitors who have visited the nation's capital over the years. These concerts beneath the imposing dome of the Capitol, and at the Potomac Watergate with the majestic Lincoln Memorial in the background, continually draw capacity audiences of music lovers who relax on the lawns or find space on the crowded steps. The Navy Band's winter concerts in the Departmental Auditorium are equally



VIP CONDUCTOR—LCDR John Philip Sousa, USNR, was leader of Navy band at NTC Great Lakes in WW I.

well received.

The band has long been heard and seen on the air waves. The band first broadcasted from a tent at the Naval Air Station via an experimental crystal radio in 1920. In the years 1923-24, they performed during a scheduled series over a radio station in Washington. The Navy Band was the first service band to broadcast and since then have been heard and seen by millions through their appearances on radio and television.

THE BAND has progressed far beyond the dreams of the men who lived in the days of Musician Dra-

The Leaders of the Navy Band

It was on Inauguration Day, 4 March 1925, that President Calvin Coolidge signed a special Act of Congress which designated the 63 man Washington Navy Yard Band, then under the direction of Bandmaster Charles Benter, as the permanent official band of the United States Navy. This band was to be called the United States Navy Band.

Since 1925, the band has had

only three leaders—Lieutenant Charles Benter who retired in 1942 (and was then Director of the Washington Police Band until his death in December 1964); Commander Charles Brendler; the first person to attain the rank of Commander as a Navy Musician and after 49 years in the Navy, retired in March 1962; and the current leader, Lieutenant Commander Anthony A. Mitchell.



LT Charles Benter



CDR Charles Brendler



LCDR Anthony A. Mitchell

Happy 40th Anniversary to You

At its present strength, the U. S. Navy Band consists of 134 enlisted musicians and three officers. The type and number of instruments vary with each type band used. Its distribution is calculated to produce a variety of musical units within itself.

The full band is a familiar sight on parades and at concerts. Out of this large group, smaller bands are formed for funerals, guard mounts, and wreath laying ceremonies. An orchestra of about 30 men and several smaller orchestras and string ensembles are available as well as a dance orchestra and several dance combos.

The duties of the organization encompass just about every phase

of music, from the arrival and departures of visiting foreign dignitaries to state dinners and functions, and of course, public concerts and



special concerts for military personnel.

The U. S. Navy Band has a choral group named The Sea

Chanters. This group appears in concerts with the Navy Band and also appears in command performances for the President, Vice-President, members of Congress, the Supreme Court, and for many eminent foreign dignitaries. They maintain the same uniforms as the Navy Band and also a special "1812 Navy Blue Uniform" consisting of a red and white jersey over a white jumper, a pair of 13 button bell bottom trousers (blue for winter and white for summer) and a short blue six button jacket.

Traditionally, the U. S. Navy Band is present to render full honors to all naval officers interred in Arlington Cemetery. It is a colorful part of events in Washington.

per and the frigate *Brandywine* . . . a far cry from the little six-piece band that was listed in the Navy records in 1838. It has exceeded the original expectations of the 68th Congress which fostered its birth.

The former leader of the Navy Band, Commander Charles Brendler had forty-nine years of active life behind him before his retirement on 1 Mar 1962, a service record only surpassed by that of Fleet Admiral Chester Nimitz.

Commander Brendler was the first person to attain the rank of Commander as a Navy musician—a long haul from the lad of 15 who went aboard *USS Florida* as a "Landsman for Musician" at the pay of \$17.16 a month.

After several years at sea, he was transferred to the Washington Navy Yard Band to fill a clarinet vacancy. Since 1917 that band and Commander Brendler grew up together. In 1938, he was advanced to Assistant Leader and five years later, in 1942 was appointed to the position of Leader, a position he held until his retirement. He gained great distinction both for the Navy Band and himself during the years he was in charge. In 1954, he was elected President of the American Bandmasters Association and has received many awards and honorary degrees for his work in the music world.

LIEUTENANT Commander Anthony A. Mitchell's rise to the position as leader of the Navy Band, also is a real success story.

LCDR Mitchell found it easy to become interested in music since his

father, an outstanding musician himself, was a strong advocate of a musical background for his children—all 12 of them. Young Mitchell started out at an early age on the clarinet.

He joined the Navy on 18 Nov 1936 and began his musical career at the Navy's School of Music in Washington, D.C. later that same year.

After graduation from the Music School with honors, he auditioned for the Navy Band and was accepted as a member in April 1938.

It wasn't long before the leader of the band realized Mitchell was

equally facile with jazz as well as the classical idiom. He became leader of the popular dance band and was selected to be solo clarinetist with the concert band. While soloist, he toured the entire country and Canada with the band, playing to millions. During this period he found time to attend Catholic University and receive his Bachelor of Music Degree.

Upon the retirement of Commander Brendler in 1962, LCDR Mitchell became Leader. His present rank of Lieutenant Commander was by Presidential appointment on 12 Mar 1964.

NOW HEAR THIS—LCDR Mitchell conducts Navy Band during practice session.



TAFFRAIL TALK

THE FICTIONAL CAPTAIN NEMO was a self-styled gourmet whose underwater cuisine ranged from sautéed octopus, basted in barnacle sauce, to nettles *fromage*. Possibly his submerged environment excited his taste for these dubious delicacies; possibly he was just out of steak.

In the more realistic world of modern atomic submariners, however, it seems a trend toward more unusual and elaborate dishes has also settled in underwater galleys. *USS Triton* (SSN 586), the first sub to circumnavigate the globe while submerged, offers "around the world sauerbraten" to its crew. *Henry Clay* (SSBN 625) chefs prepare a special imperial crab, while *Permit* (SSN 594) crewmen delight in *Permit*-style Chinese chicken.

These dishes are more to the liking of average gourmets, and they are now available to landlubbers, along with many other recipes in a special cookbook called *Dolphin Dishes*.

Recently reprinted for the eighth time, *Dolphin Dishes* was first conceived as a submarine cookbook in 1952. As the nuclear submarine force expanded, so did the contents. It was compiled by the Submarine Officers Wives Club of Norfolk, Va.

In addition to improving the cuisine of potential gourmets, *Dolphin Dishes* also helps send Navy youngsters through college. All proceeds from sales go into the Dolphin Scholarship Foundation of the Submarine Service.

★ ★ ★

There's no escaping the census-taker—even for whales. We're talking about those whales which have journeyed 4000 miles to Scammon Lagoon, Mexico, described in a recently arrived press release as a "marine mammal maternity haven."

A group of scientists has been assigned by a West Coast concern to count the Pacific gray whales from the air over the sea animals' major calving grounds on the Baja California coast.

They are also making observations and collecting data for a Navy-sponsored sea-life atlas planned to keep future submarine seekers from going on wild whale chases.

Census tabulations will be shared with the Scripps Institution of Oceanography, compiler of the statistics for scientific groups.

This is the fourth annual whale count made by these scientists at Scammon Lagoon. Incidentally, the whale tally in this area has remained fairly constant at about 1000.

★ ★ ★

This matter of invasion of privacy apparently knows no limits. Now they're even bugging the penguins. They say it's all in the interest of science, but we're not so sure.

So says a release from Air Development Squadron Six (VX-6) from McMurdo Station in the Antarctic. The "they" in this case is a scientific group in Operation Deep Freeze, working under the auspices of the National Science Foundation.

Testing their homing instincts, they say. Fasten a radio set (small, to be sure) to their flippers, take them a few hundred miles from home, then see how they make out. The purpose: to learn the secret of the penguins' navigational ability.

The penguins make out just fine, they say, but they haven't as yet figured out just why.

Now we're wondering. Who knows but, once this little problem is out of the way, they'll be hooking a radio set to our flippers and bugging us as we stagger home from a hard day's work.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

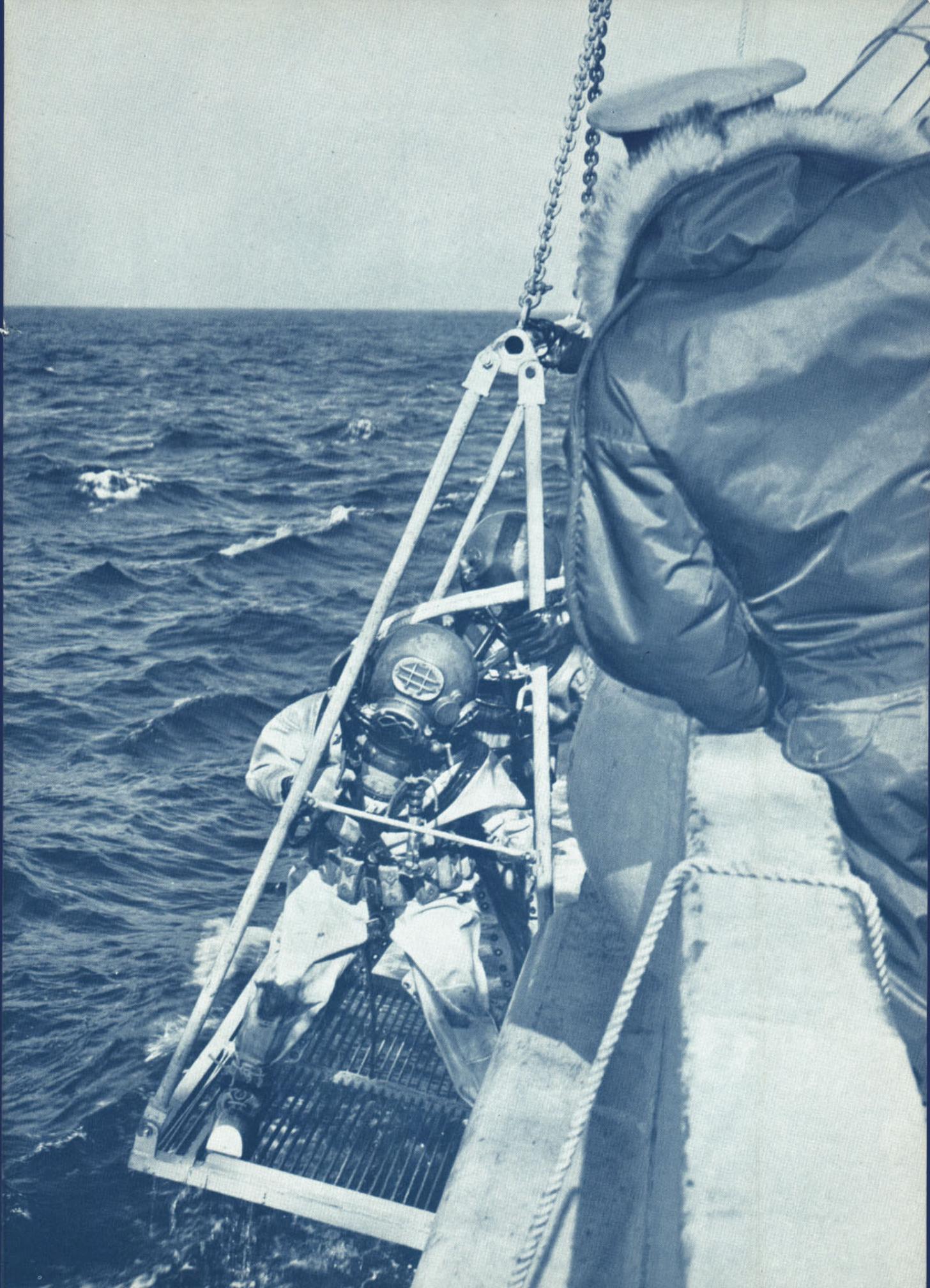
Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: SEA SEARCH**—Navy diver Gunner's Mate Second Class Albert De-
marco and partner are lowered over the side of submarine rescue vessel *USS Tringa* (ASR 16) into Atlantic waters on a search and salvage assignment involving an airplane downed at sea. Tough and dangerous assignments are routine for Navy's divers.





THROUGH STORMY SEAS



UNDER SUN and MOON



NAVY ON THE ALERT

