

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FOUR BROTHERS—FOUR CHIEFS



in this issue:
All About Advancement

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

JULY 1965





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1965

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NUMBER 582

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● FRONT COVER: FOUR BROTHERS, FOUR CHIEFS—William Fitzpatrick (right) was advanced to chief aviation machinist's mate in 1963. Two months later, James (second from left) was advanced to senior chief hospital corpsman. Now Joseph (left) will become a chief hospital corpsman, and Robert (second from right), a chief aviation machinist's mate, in the July-August increment. The two prospective chiefs tried on their brother's CPO hats and coats during a recent reunion.—Photo by Walter H. Tolle, PH1, USN.

● AT LEFT: TWO AT A TIME—USS Forrester (CVA 59) takes on ammunition from USS Nitro (AE 23) on her port while receiving supplies on the starboard from USS Altair (AKS 32).—Photo by Gary D. Bird, PH2, USN.

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





U. S. NAVY ships answered call to rescue citizens in Dominican crisis.

protecting U. S. citizens. By the following morning, 29 April, 530 Marines were in the city. Later in the day they were joined by 1000 reinforcements.

While Marines cleared a safety zone between the U. S. Embassy and the Embajador Hotel, where refugees were gathered, helos ferried civilians to *Boxer* for further transfer to other Navy ships, which carried them to safety in San Juan, Puerto Rico.

By 1 May paratroop units had been flown into the city, bringing the U. S. military strength to about 4200 men. As the safety zone was sealed off and the waterfront area was secured, Navy ships began to take refugees directly aboard.

On 2 May the Navy transported

Answering a Call in

When the call came to evacuate U. S. citizens and the nationals of other nations in the first days of the crisis in the Dominican Republic, the Navy was prepared to move in a matter of minutes. This is a chapter in a history that is still being written.

FIGHTING broke out in the Dominican Republic on Saturday, 24 April.

By Tuesday, 27 April, the situa-

tion had deteriorated and the U. S. took the precaution of stationing a task force—including *uss Boxer* (LPH 4) and 1500 Marines—off the Dominican Coast. Removal of U. S. citizens, however, was not ordered until two days later, when Dominican government officials warned that they could no longer guarantee the safety of foreign nationals.

On the evening of the 28th *Boxer* airlifted 400 Marines into the city of Santo Domingo for the purpose of

1415 civilians to San Juan, raising the total number to 3000. In Santo Domingo 5000 more awaited rescue—about 1500 of them citizens of 30 different countries.

On 3 May Great Britain officially thanked the U. S. for having evacuated British citizens from the danger area.

NAVY SHIPS which played a major part in the rescue mission included: *uss Boxer* (LPH 4), *Wood*

TO SAFETY—Evacuees aboard *USS Ruchamkin*, *Boxer* and *Wood County* leave Santo Domingo for San Juan, P. R.



County (LST 1178), *Ruchamkin* (APD 89) and *Yancey* (AKA 93). Other ships involved were: *uss Rankin* (AKA 103), *Fort Snelling* (LSD 30) and *Raleigh* (LPD 1).

By 3 May U. S. forces in the island republic totaled 14,000 men, including paratroop units flown from the United States and Marines landed by Navy ships.

The evening before, in a televised address, the President had said: "What began as a popular democratic revolution that was committed to democracy and social justice moved into the hands of a band of communist conspirators." Later, in the same address, he declared, "We will defend our nation against all those who seek to destroy not only the United States but every free country of this hemisphere."

Here is an on-the-scene report

a Crisis

from *uss Boxer* (LPH 4).

BOXER WAS ACTING as flagship for Amphibious Squadron 10 when she answered an urgent call on 25 April from the United States Embassy in Santo Domingo, Dominican Republic. She steamed to the revolt-torn country to assist in the evacuating of U. S. and other nationals.

It was a new experience for the officers and enlisted man of *Boxer*—acting as baby sitters, luggage por-



LOADED UP—More than 1000 evacuated from danger wait in hangar deck.

ters, stewards, translators, and general unofficial Ambassadors of the U. S. Navy.

The scene was unusual as one walked down the hangar deck—sailors changing diapers, feeding babies, watching over infants. But the problems of the sailors were minute compared with those of the evacuees. Each person who came

aboard had his own personal tale to tell of the crisis. Some were lucky enough to escape without incident; others were not so fortunate.

On Tuesday, 27 April, 294 persons were brought aboard *Boxer* and were then transferred to *uss Raleigh* (LPD 1) on Wednesday morning. As the situation worsened, later that same day 705 additional persons were

DOUBLE DELIVERY—While delivering evacuees, *USS Yancey* doctor delivered baby. Rt: *Ruchamkin* carries evacuees.





ARRIVALS—U. S. citizens and those of foreign countries, evacuated during crisis, land safely in Puerto Rico.



SAFE LANDING—Evacuees disembark with the help of Navymen as their ship docks in Puerto Rico.

brought aboard. During the entire week *Boxer* evacuated more than 1000 men, women and children from the island, administering medical aid, hospital facilities and food, and providing sleeping spaces.

More than 500 Marines from the Sixth Expeditionary Unit and Marine Helicopter Squadron 264, embarked in *Boxer*, were deployed to insure the safety of the evacuees.

Men were berthed in the troop berthing areas, and the women and children in the officers' staterooms. After three days aboard *Boxer* they were transferred to adjoining ships, USS *Ruchamkin* (APD 89), *Raleigh*, and *Wood County* (LST 1178) for transit to San Juan, Puerto Rico.

MANY EVACUEES had gone without food or water for three days, some lost contact with their children

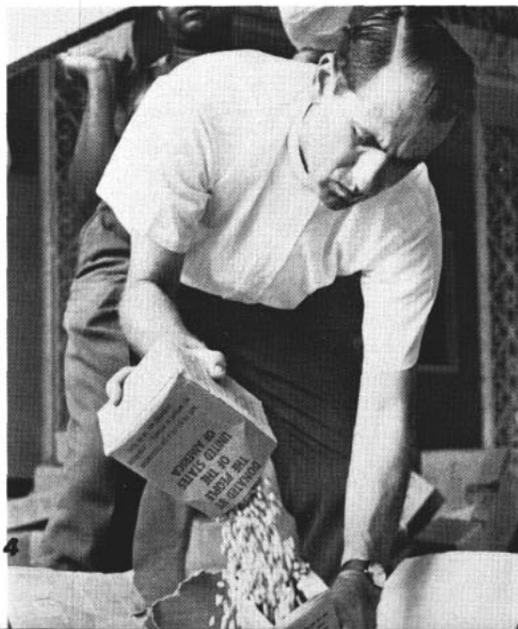
during their escape. One woman who arrived aboard was in tears because she was separated from her family. The tears quickly disappeared as she found her children—for the first time in two weeks—already safe aboard.

Violence was present in all quarters of the city as shooting rang out from building after building. Many of the people, hearing that they might be evacuated to Navy ships, had gathered in the Embajador Hotel to await their evacuation.

For a large number of these evacuees most of that day was spent lying on the ground, listening to the whine of bullets overhead.

In another incident, a woman employed by a Canadian electric firm had been sitting in her car, ready to leave, when she realized she left something behind. As she returned to her house, she glanced back and

DOMINICAN AID—Navy ships also delivered food from the U. S., shown here being distributed to local citizens.



ALL HANDS



BIG HELP—USS Boxer (LPH 4) answered the call in fast time, evacuated personnel and landed U. S. Marines.

saw her car riddled by the strafing of an aircraft.

Three young women, teachers at the American School in Santo Domingo, had had hopes of staying on the island when the violence broke out. They quickly changed their minds after a narrow escape from the fire of armored tanks.

THese were a few incidents mentioned by the evacuees. Those who were fortunate enough to find their way to Boxer left the ship with a sincere appreciation of the assistance and protection offered by the Navy-Marine Corps team.

After the transfer of the evacuees to San Juan, Boxer stood by off the coast of the island, continuing to lend support in the form of food and medical care, remaining prepared in case additional evacuees were flown aboard.

One of the events in the evacuation was the cause of a shipboard celebration.

A birth was recorded in the medical records of cargo ship *uss Yancey* (AKA 93) on 1 May, when Lieutenant Ben Passmore, MC, USN, delivered Stephen Yancey Paez.

The delivery was made while the ship was transporting 593 evacuees from the Dominican Republic to San Juan, Puerto Rico. The eight-pound boy was the first child for Mr. and Mrs. Rodolfo Paez of the Dominican Republic.

The boy's middle name was given in honor of the ship. A cake-cutting ceremony and the traditional passing out of cigars were held in honor of the newborn Dominican child.



ON DECK—Civilians taken from Dominican Republic ride to safety. Below: More evacuees are helped ashore in Puerto Rico by crew of USS Ruchamkin.



VIETNAM LOG

AS THE UNITED STATES continues to fulfill its commitments in Vietnam, U. S. Navy forces are becoming increasingly involved in the struggle.

The air strikes on barracks and staging areas in North Vietnam on 7, 8 and 11 February were, in part, specific responses to Viet Cong provocations in the South—principally the raids at Pleiku and Quinhon.

Since that time, a number of incidents have been important considerations in decisions by the U. S. and South Vietnamese Governments to step up action on all fronts. Terrorist strikes within South Vietnam by Viet Cong forces showed little sign of abating after earlier joint response by the U. S. and South Vietnam. Continued action by the Viet Cong finally resulted in U. S. bombing strikes against terrorist concentrations in the Phuoc Tuy Province of South Vietnam during the latter part of February.

Also, on 19 February a large Viet Cong arms cache was discovered in Vungro Bay, South Vietnam, with evidence that the shipment had been directed from Hanoi. The obvious conclusions to be drawn were that North Vietnam was continuing unlawful aggression against its neighbor.

Other evidence of the communists' activities included bombing of the U. S. Embassy in Saigon on 30 March; discovery of a major VC camp 60 miles from Saigon on the same date; and discovery of another VC arms cache, including some of the most advanced weapons in South Vietnam, near the end of April.

TO POINT OUT FURTHER a significant aspect of aggression, the U. S. State Department published a "White Paper" report on the situation in Vietnam which included a discussion of the water routes used by North Vietnam's "maritime infiltration group" to send weapons, supplies and agents by sea into the South in increasing tonnages. The White Paper charged Communist North Vietnam with waging concealed aggression against its neighbor on a massive and growing scale.

As South Korean engineers, infantry troops and transportation units—part of 2000 Korean soldiers assign-

ed to assist with non-combat operations in South Vietnam—began arriving on 25 February, the U. S. continued its bombings in the South.

Meanwhile, coastal surveillance activities by U. S. units were instituted at the request of the Government of South Vietnam to check communist infiltration by sea. Spotter operations by U. S. helicopters and other aircraft continued supporting South Vietnamese air and naval units. These were reinforced by Seventh Fleet patrol units further at sea.

INFORMATION on which to base a detailed report of the Navy's activi-



Flight deck action, TF-77, in the South China Sea.

ties is not available for release, due to the nature of operations being conducted in Vietnam. The following summary of major events, occurring since the last ALL HANDS report, has been pieced together from available dispatches.

15 March—U. S. fighter-bombers attacked a huge communist ammunition dump at Phu Qui with rockets and bombs. This was the third strike on North Vietnam in March.

19 March—A strike was made by more than 120 Navy and Air Force jets along the 17th parallel. No U. S. casualties resulted.

22 March—North Vietnamese base at Vucon, 15 miles north of the border, was attacked from the air, receiving damage to 40 buildings

used as staging barracks and a supply depot for Viet Cong forces.

23 March—U. S. planes attacked a radar early warning station at Vinh Son, 60 miles within North Vietnam and, for the first time, employed "route reconnaissance"—flying above enemy roads in search of military targets and attacking those discovered. Also struck was a radar station 30 miles northeast of Donghoi naval base (a previous target). Three armed junks which were fired on U. S. planes were sunk.

26 March—U. S. jet bombers attacked four coastal radar stations in the deepest penetration of North Vietnam since February. Two Navy planes were shot down over the Gulf of Tonkin but both pilots were rescued. One target was Bach Long Island, located in the Gulf of Tonkin. More than 40 planes from *uss Hancock* (CVA 19) and *Coral Sea* (CVA 43) flew the actual strike mission.

29 March—Bombing of Bach Long Island was continued by Navy planes on the second raid of radar installations. Three Navy planes were downed, one pilot was rescued.

This day also saw the unloading of *usns Breton* in Saigon, which arrived the previous day from NAS Alameda with a cargo of *A1H Skyraiders* and *LCVPs*. The *Skyraiders* were added to the South Vietnamese Air Force to bring existing squadrons up to authorized strength.

30 March—A large bomb was exploded at the United States Embassy in Saigon, killing two Americans (including a Navy enlisted man) and 11 Vietnamese and injuring more than 150 others.

31 March—Joint strike conducted on Donghoi air base in North Vietnam to cripple air strike potential. Seventh Fleet carriers also conducted re-strikes on two North Vietnamese radar installations with about 40 attack aircraft, including *A1 Skyraiders* and *A4 Skyhawks* from *Hancock*, supported by *F8 Crusaders*. Targets were Vinh Son radar installations about 65 miles north of the border. Almost simultaneously about 20 attack aircraft from *Coral Sea* conducted a re-strike on Cap Mui Ron radar installations, about 15 miles further north of Vinh Son. There were no U. S. aircraft losses during this strike.

ON THIS SAME eventful day an Air Force sea rescue amphibian helicopter succeeded in rescuing Navy Commander William N. Donnelly, who had been missing since the Bach Long Island strike on 29 March. Donnelly had ejected from his F8D *Crusader* and spent almost 48 hours in the water with a dislocated shoulder, 10 miles offshore from his target before being recovered.

3 April—About 30 strike and 20 support aircraft from *Coral Sea* and *Hancock* conducted coordinated strikes on a major highway at Dong Phoung, about 65 miles south of Hanoi. Three communist MIG aircraft were spotted in the target area, but retreated northward. One F8 which was hit by ground anti-aircraft fire landed safely at Da Nang air base in South Vietnam. One A4 was shot down in a subsequent strike, after the highway was extensively damaged and a bridge destroyed.

4 April—Approximately 45 A1 *Skyraiders* and A4 *Skyhawks*, supported by about 15 F8 *Crusaders* and F4 *Phantoms*, struck targets along the railroad and Highway One from the vicinity of Thanh Hoa to the demilitarized zone. Railway cars and motor trucks were destroyed on this strike, and all aircraft returned safely to the carriers *Coral Sea* and *Hancock*.

5 April—Approximately 50 aircraft from *Coral Sea* took part in a strike against an early warning radar installation at Vinh Linh just north of the 17th parallel. All aircraft returned safely to the carrier.

7 April—About 35 *Coral Sea* aircraft bombed Highway One in North Vietnam, hitting several military targets.

9 April—Two strikes by Navy aircraft against the Tam Da railway and highway bridge, about 120 miles south of Hanoi, knocked out two of the bridge's spans. Four F4 *Phantoms* were attacked by MIGs.

One MIG was sighted going into the clouds, afire. One A4 was hit by ground fire and the pilot parachuted into the sea. He was picked up by a USAF rescue squad about a mile from shore in good condition.

10 April—75 aircraft from *uss Ranger* (CVA 61) and *Coral Sea* joined 45 U. S. Air Force aircraft for strikes on a highway bridge and military targets along important roads leading toward Laos from North Vietnam. No U. S. casualties resulted.

11 April—Marine Battalion Land-

ing Teams 2 and 3 went ashore at Da Nang. Amphibious Task Group 76.6 participated in the landing operations.

14 April—Seventh Fleet aircraft flew missions against military targets along two key highways in North Vietnam in the afternoon and evening. All planes returned safely to their carriers.

15 April—A combined force of 230 aircraft, including some from the Navy, Air Force and Marine Corps and South Vietnamese Air Force, made strikes against a Viet Cong stronghold in South Vietnam. This marked the first time Navy aircraft made strikes within South Vietnam.

16 April—Carrier-based aircraft from *Coral Sea* and *uss Midway* (CVA 41) hit Bai Duc Thon and Xom Ca Trang highway bridges. This was the first strike mission conducted



Vietnamese Navy patrols stream, looking for Viet Cong.

by *Midway* aircraft, which had previously flown support missions.

17 April—*Midway* aircraft participated in their second strike assignment. They reconnoitered along Highway One and the parallel rail line that runs from Vinh to Thanh Hoa.

18 April—*Hancock* aircraft attacked targets along highway 101 in North Vietnam and the Dong Thanh army barracks. One ferry was sunk at Giap Tam, on the Song Troc River. There were no U. S. casualties.

19 April—Four A4 *Skyhawks* from *Midway* made bombing and strafing runs on two military truck convoys. Though heavy AA fire was encountered, all aircraft returned safely. Other *Midway* planes bombed some

boxcars nearby. *Hancock* aircraft conducted an armed reconnaissance mission along the southern section of route 101, making strikes against Phu le army barracks and a cargo river craft. All planes returned safely.

20 April—Five A4s from *Midway*, supported by an equal number of F4s and F8s, struck a truck convoy five miles north of Gum Lam. One of the aircraft crashed, cause unknown, and the pilot was reported as missing. Anti-aircraft fire was described as heavy over some parts of the target area. Remaining aircraft returned safely to *Midway*.

Elsewhere, six *Hancock* fighters made two separate strikes on trucks along highway 101 south of Dong Hoi.

21 April—Armed reconnaissance aircraft from *Midway* made brief flights over North Vietnam, south of Vinh, during the night. At one place one truck was destroyed and two others damaged. Other planes located a truck convoy and reported that three trucks were destroyed and five damaged. Later, a 15 to 20 truck convoy was spotted about 135 miles south of Hanoi. One strafing run was made before the trucks turned off their lights. Flares were dropped and six trucks were located off the road. On subsequent passes one truck was reported burning and an estimated five destroyed. Other similar action by *Hancock* aircraft took place in nearby areas. All aircraft returned safely to their carriers.

22 April—*Midway* and *Hancock* aircraft combined to attack four North Vietnamese PT craft and two large junks in an area east of Vinh. Pilots termed the mission highly successful. All planes returned safely.

23 April—*Hancock* aircraft destroyed the Son Dinh highway bridge over the Kien River with rockets and missiles. *Midway* aircraft completed destruction of the Pho Son bridge and also knocked out the Xom Gia highway bridge with bombs, rockets and missiles. All aircraft returned safely to their carriers.

24 April—On a brief armed reconnaissance flight from the carrier *Midway*, two Navy *Skyraiders* destroyed eight railroad cars about 25 miles north of Vinh.

25 April—*Hancock* planes struck highway targets and several groups of boxcars in North Vietnam. Many direct hits were observed, and all planes returned safely.

26 April—*Hancock* aircraft continued their search for military tar-

gets around Dong Hoi. One PT boat was sunk and a pier destroyed.

27 April—Two *Midway* armed reconnaissance planes discovered a new highway bridge 100 miles south of Hanoi on route one and cratered road approaches to it.

28 April—Seventh Fleet carrier-based aircraft destroyed five PT boats in North Vietnam. All aircraft returned safely.

AS OPERATIONS progressed into May, an announcement was made in Washington that cutters and patrol boats are being prepared for assignment to Vietnam. They will join with other Navy craft already on the scene, plus others being sent, for use in anti-infiltration patrols along the coast of South Vietnam.

Additional Navy junior officers and enlisted crewmen are being trained to serve as advisers to Vietnamese junk fleet operators. The Coast Guard's contribution will include about 47 officers, 198 enlisted men and 17 boats, operating under Navy control.

With all this new activity, President Johnson has also increased the number of U. S. ground forces in South Vietnam, including addition of U. S. Army paratrooper units.

Reports from the operating area describe Navy crews as working hard, long days, with flight deck crewmen putting in as many as 18 hours a day.

The prospect of hard, dangerous work does not deter Navymen from seeking duty in this hot spot, how-

ever. On 9 April an ALNAV message originated by the Bureau of Naval Personnel requested volunteers for duty in Vietnam to help meet mounting commitments.

Response began almost immediately, and within a week the available billets were oversubscribed by several thousand.

Those who have volunteered but cannot be sent immediately are being kept on a waiting list in the Bureau. They will be chosen as billet openings occur. The Bureau is also endeavoring to reply to each request personally, but due to the overwhelming response it may be some time before all letters are answered.

The response indicates that individual Navymen feel a personal responsibility to contribute their support in this joint undertaking. It is a heartening realization, but certainly not surprising in the context of the Navy's past roles and accomplishments in defending the Free World from aggressive forces.

30 Apr—A total of 70 aircraft from the carriers *Hancock* and *Coral Sea* made two strikes deep into North Vietnam, destroying an ammo dump, a petrol tank, part of a supply depot and four boxcars. All aircraft returned safely.

2 May—*Midway* aircraft made interdiction strikes against Viet Cong forces in South Vietnam. *Hancock* aircraft flew armed reconnaissance missions over North Vietnam.

3 May—*Coral Sea* aircraft continued armed route reconnaissance flights in the North, striking at several small targets.

4-7 May—*Midway* and *Coral Sea* aircraft continued armed reconnaissance missions over North Vietnam, striking principally at trains and rail lines. Numerous boxcars and at least two locomotives were destroyed, and rail lines were damaged at many points. Also struck were a warehouse, several ferry barges, and other river craft and trucks. No U. S. planes were damaged during the period.

8 May—*Coral Sea* aircraft struck at a wharf and several barges in North Vietnam, causing substantial damage. *Midway* planes continued route reconnaissance missions. *Midway* and *uss Oriskany* (CVA 34) aircraft teamed up with U. S. Marine fighters to support landing operations of Marines and Seabees at Chu Lai. Other *Midway* and *Coral Sea* planes attacked the Vinh airfield complex in North Vietnam. One F8 *Crusader* was downed by enemy AA fire during

Navymen Killed in Action in Vietnam Since 1963

NAME	DATE	ACTION
Barschow, William M., LT, USN	4-5-65	While landing troops.
Castillo, Manelito W., SK2 USN	3-30-65	During bombing of U. S. Embassy, Saigon.
Clydesdale, Charles F. LTJG, USNR	3-15-65	While on aircraft mission from <i>USS Ranger</i> (CVA 61).
Denton, Manuel R., HM3, USN	10-8-63	While on a helicopter rescue mission.
Dickson, Edward A., LT, USNR	2-7-65	While on aircraft mission from <i>USS Coral Sea</i> (CVA 43).
Farrell, Bruce C., LT, MC, USNR	10-8-63	While on a helicopter rescue mission.
Fuhrman, William R., TM3, USN	4-23-65	While landing troops from <i>USS Cook</i> (APD 130).
Hume, Kenneth E., LCDR, USN	3-29-65	While on aircraft mission from <i>USS Coral Sea</i> (CVA 43).
Langford, Richard H., EN2, USN	4-23-65	While landing troops from <i>USS Cook</i> (APD 130).
McKinley, Gerald W., LTJG, USNR	3-31-65	While on aircraft mission from <i>USS Hancock</i> (CVA 19).
Meyerkord, Harold D., LT, USNR	3-16-65	In a landing operation.
Rice, Claude, HN, USN	10-8-63	While on a helicopter rescue mission.
Roark, William M., LT, USN	4-7-65	While on aircraft mission from <i>USS Coral Sea</i> (CVA 43).
Sather, Richard C., LTJG, USNR	8-5-64	While on aircraft mission from <i>USS Constellation</i> (CVA 64).
Shea, James P., LTJG, USNR	4-20-65	While on aircraft mission from <i>USS Hancock</i> (CVA 19).
Fegan, Ronald J., ENS, USNR	4-9-65	While on aircraft mission from <i>USS Ranger</i> (CVA 61).
Kardell, David A., LT, USNR	5-9-65	While on aircraft mission from <i>USS Coral Sea</i> (CVA 43).
La Haye, James D., CDR, USN	5-8-65	While on aircraft mission from <i>USS Midway</i> (CVA 41).
Murphy, Terence M., LTJG, USN	4-9-65	While on aircraft mission from <i>USS Ranger</i> (CVA 61).
Lynn, Doyle, CDR, USN	5-27-65	While on aircraft mission from <i>USS Midway</i> (CVA 41).
Crosby, Frederick P., LCDR, USN	6-1-65	While on aircraft mission from <i>USS Bon Homme Richard</i> (CVA 31).
Christian, David M., LTJG, USNR	6-2-65	While on aircraft mission from <i>USS Midway</i> (CVA 41).
McMican, M. D., LTJG, USNR	6-2-65	While on aircraft mission from <i>USS Midway</i> (CVA 41).
Romano, Gerald M., LTJG, USNR	6-2-65	While on aircraft mission from <i>USS Midway</i> (CVA 41).
Amspacher, William H., ATR3, USNR	6-2-65	While on aircraft mission from <i>USS Midway</i> (CVA 41).
Plants, Thomas L., ATN3, USN	6-2-65	While on aircraft mission from <i>USS Midway</i> (CVA 41).

the Vinh attack, but the pilot was rescued from the sea after ejecting safely.

9-13 May—Aircraft from *Coral Sea* and *Oriskany* continued daily armed reconnaissance missions over North Vietnam, inflicting damage along highways and bridges.

14-16 May—*Oriskany* aircraft conducted successive in-country missions against Viet Cong forces in South Vietnam. Pilots reported numerous successful missions. One *Crusader* was forced to land at Bien Hoa air base due to minor mechanical difficulty on 16 May (it was destroyed a few hours later in the accidental explosion which occurred on the parking ramp). All other aircraft completed their missions undamaged.

18 May—*Coral Sea* aircraft conducted air strikes on a petroleum storage area in North Vietnam, causing severe damage. Other *Coral Sea* planes teamed up with *Oriskany* aircraft and conducted 130 sorties against the VC in South Vietnam.

19 May—Severe damage was inflicted on the Hoan Lao military barracks and Chanh Hoa military radio station in North Vietnam by *Coral Sea* aircraft. *Oriskany* pilots flew 110 sorties against VC forces south of the 17th parallel.

20-21 May—*Coral Sea* and *Midway* aircraft continued strikes in North Vietnam, including an attack on the Phuoc Loi naval base. All aircraft returned safely to their carriers after each mission.

22-26 May—Carrier-based aircraft continued a daily penetration of North Vietnam, striking at military targets. *Coral Sea* and *Midway* aircraft alternated on these missions. *Oriskany* aircraft continued to support ground forces in South Vietnam by making strikes on Viet Cong strongholds. No U. S. planes were damaged during this period.

Some 129 sorties were flown by *Oriskany* and *Bon Homme Richard* aircraft against a variety of Viet Cong targets in South Vietnam. One A3 *Skywarrior* from *Oriskany* was lost in a catapult accident, but the three crew members were recovered with minor injuries.

27 May—News was released concerning the death of Jimmy C. Stinnett, SN, USN, who was killed aboard *USS Somers* (DD 947) on 21 May when the muzzle of a five-inch gun exploded aboard his ship. The destroyer was firing on a land target in the Binh Thuan Province of South Vietnam. Stinnett was at his battle



SHADOW of Navy photo reconnaissance jet passes burning North Vietnamese PT boat after air strike in Song Giang River near the Quang Khe naval base.

station near the gun mount.

It was also announced that three other Seventh Fleet destroyers fired six missions against Viet Cong targets in the coastal areas of South Vietnam between the period 20-26 May.

Midway aircraft struck at railroad installations in North Vietnam, inflicting moderate damage. One F8 *Crusader* on this mission crashed in the target area. There was no evidence that the pilot managed to eject.

Also, *Coral Sea* aircraft conducted strikes on highway and railroad targets 70 miles south of Hanoi.

1 Jun—Strikes continued north of

the demilitarized zone at the 17th parallel. *Midway* aircraft, on a strike at a railroad yard, suffered the loss of one F8 *Crusader*, whose pilot ejected safely to the sea and was rescued.

Mid-June—As the fighting carried into June, there was little sign of a change in attitude by the Hanoi regime in its conduct of guerrilla warfare in the South.

U. S. Seventh Fleet units—especially those of the air Navy—continue to make substantial contributions to the joint response necessary to rebuff the Communist aggression.

—Bill Howard, JO1, USN.

How to Earn the 'E'

Ships and crews in many parts of the Fleet are now anxiously awaiting announcement of the winners of the "E" awards. What does it take to win the "E"? Here is a report based on interviews with officers and men of CruDesLant. Their ideas and the programs they followed won them "E's" last year in the destroyer Navy, and their pointers should be of interest to the rest of the Fleet.

THE TOP ships throughout the Fleet are rated annually for their proficiency in various fields through a program of battle efficiency and departmental excellence awards. Designed to promote and encourage competition within the naval establishment, this program has an ultimate goal of providing the Navy with battle-ready ships.

Considering the two types of awards separately, the battle efficiency award for destroyers is given to the ship within each squadron which compiles the highest over-all score in the combined fields of weapons, antisubmarine warfare, engineering, communications and operations. Based on a zero to 100 scale, a ship must have a minimum score of 86.5 before it can be considered for the award. (Figures may differ in different Fleets and different types of ships).

On the other hand, for a ship to be eligible for a departmental excellence award in weapons, operations, engi-



neering or supply, the specific department must attain an over-all score of 88 in its competitive exercises with ships of the same type.

Although COMCRUDES LANT makes the final selections for these awards in the Atlantic Fleet, the recipients must first be recommended by their respective squadron commanders. In the interest of preserving the integrity of the awards, these recommendations are made only when a performance is truly exceptional.

Consequently, a recommendation for an engineering excellence award for an individual vessel would certainly not be forwarded for consideration if the ship had a background which indicated engineering difficulties. This is regardless of any high scores which the ship may have compiled in competitive engineering exercises. The awards call for the highest standards of performance throughout the competitive year with all factors taken into consideration.

It is easy to see that winning an "E" is a difficult task, and the ships that do receive them are justly proud. As a matter of fact, the winners are an elite corps, since only one destroyer out of about every nine receives this recognition.

WHAT MAKES A ship an award winner? Is it the captain, the crew, or the equipment? Actually, it's all these and a few other factors, such as morale and leadership.

According to the skipper of one "E" award winning ship, "To win 'E' awards you need, more than anything else, a cooperative group of men who are willing to work with each other regardless of which department they are in."

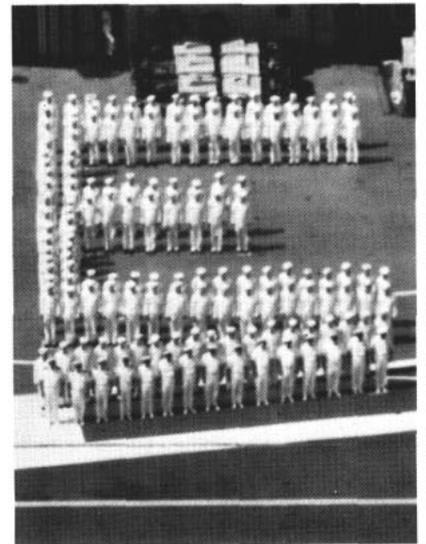
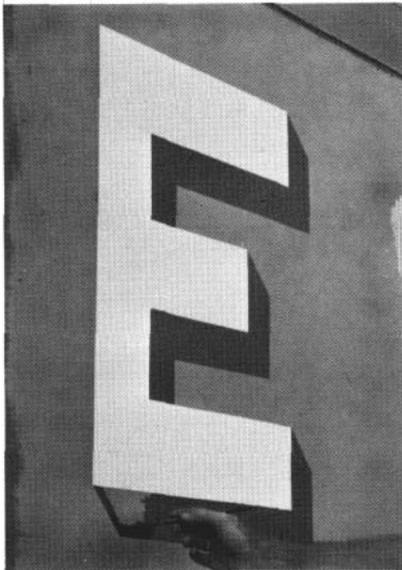
This destroyer CO may have hit the nail on the head with his statement. Without cooperation, the battle is lost before the fight. And this is

true of every ship in the Fleet. However, within the realm of cooperation are a number of important aspects that must be considered individually.

Interest, for example, plays a large role in cooperation. Before a crew will give wholehearted cooperation to the job, the captain, executive officer and other cognizant officers, and the individual team members must be interested in what they are doing. At the same time, instilling this interest takes good supervision and effective leadership. So, when considered as a whole, cooperation should include both interest and leadership.

FROM INTEREST stems the desire to become thoroughly prepared for each competitive exercise and formal inspection. To accomplish this simply takes two additional ingredients: hard work and homework. In a gunnery exercise, for example, all procedural aspects must be understood, including the sequence of runs and firing mounts, the type and availability of ammunition to be used, and the exact commands to be given.

This is followed by repeated rehearsals with or without services, and with firing rehearsals, if possible. For an inspection, the check-off list must be scrupulously used so that all hands involved are convinced in their own minds that all items are in the best possible condition. This isn't easy, and usually can't be done entirely within normal working hours, but it pays off.



Award

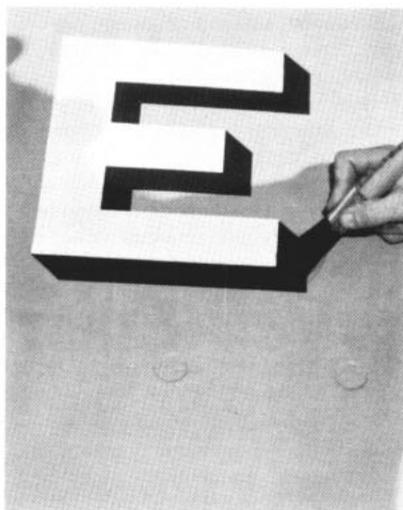
Along with the obvious need for a cooperative and hardworking crew, what else does it take?

Members of a crew earning the "E" say that morale is a major contributing factor. This raises yet another question: How do you keep morale high? You certainly can't make it the order of the day.

An executive officer feels two of the major deterrents to good morale are interruptions and petty annoyances. These hindrances can, however, be reduced, if not eliminated altogether, by advance planning (which lets the crew know ahead of time of any interruptions which would disrupt their work schedule) and by assigning the responsibility for each area to the proper leadership level.

THROUGH EFFORTS like these, the crew gets a feeling of confidence that they will be allowed to do their jobs with a certain amount of freedom. This, in turn, gives the petty officers more time to teach their subordinates how to handle their individual jobs more effectively. But it brings up still another point: how much time should be spent on training?

On one ship flying the "E" a predetermined period of each day is allotted exclusively to training. Consequently, the ship's schedule is arranged so that an hour of every afternoon is set aside for each department to hold classes for its personnel. During this hour it is up to the individual divisions to see that appro-



AT SEA—Each year ships and crews test their seamanship in hopes of an "E."

prate instruction is given to each section.

Of course, training is by no means limited to classes. In this ship additional concentration is placed on on-the-job training (OJT). When combined with the daily classes, it provides the crew with invaluable experience in advance of competitive exercises with other ships. In addition, after the completion of any such exercise, each department holds a round-table discussion of the problems encountered, and the resulting solutions are incorporated into the next exercise.

The end result of this training program is that the crew gets a feeling of easiness and their relaxed attitude is transformed into a competitive, rather than a must-do, spirit. (That is, morale is high.)

With workable answers to the problems of cooperation, training and morale it would seem an easy matter to form a crew into a team and set the ship on a course for a string of "E" awards. Yet, as is most often the case, this is much easier said than done.

What about equipment? Even the most proficient crews can't operate with faulty gear.

In its continuing program in this field, the Navy tries to provide efficient and the most modern equipment available. But, once again, it is the job of the individual to maintain this equipment and keep it in a high state of readiness.

Since this is a point which could be argued to infinity, the obvious

answer is a combination of good men and well kept machines, with one no more important than the other. Although the two factors must be considered separately, the combination of men and equipment provides the key to a ship's effectiveness.

With a crew that works together as a team and equipment that is kept in the best possible condition, a ship is bound to be on the right track toward a goal of success.

All things considered, it takes leadership, enthusiasm, interest, good morale, well kept equipment and hours of hard work to form a winning unit. Considered as a whole, these qualities form the unknown factor which makes a ship an "E" winner. —J. F. Holgate, JO1, USN





LAND OF FROST AND FIRE

Crossroads of the North

DROPPING DOWN from 16,000 feet after a 12-hour, 2300-mile flight from the eastern United States, the new arrival at longitude 22° 37' W, latitude 63° 59' N, finds himself in a place that is a cross between the imagined surface of the moon and a modern day airport.

Continuously bathed in sunshine in the summer and generally dark, cloudy and rainy in the winter months, the place is Keflavik International Airport, Iceland.

The newly arrived Navyman is headed for duty at Naval Station Keflavik. Here's what's in store for him.

First impressions usually range from disappointment to amazement, and sometimes to frustration, when a man realizes that for at least a year he will remain on the "Rock" as many skeptics call it.

However, duty at the "Crossroads of the North Atlantic" has plenty to offer to a person with even a small amount of imagination. It's a land of the most violent contrasts. In Iceland a person will find crashing waterfalls, lush green farms, spouting geysers and sizzling hot

springs. Contrasting features are glaciers, comparable to some of the largest in Europe; deserts of lava-strewn land and desolate mountain ranges, mostly with boiling volcanoes in their bowels, and occasional earthquakes.

Approximately 40,000 square miles in area, nearly the size of Kentucky, Iceland is halfway between Greenland and Europe. Although just south of the Arctic Circle, Iceland is warmed by the Gulf Stream and has a mean yearly temperature of 40 degrees Fahrenheit. It is on the direct great circle air route between America and Europe.

The island, however, is subject to frigid winds which originate over the Greenland Icecap. Gusts of 100 mph have been recorded during some storms, but usually in the winter months winds are from 25 to 60 mph. It is not rare for the weather to change from rain to snow to hail, and end in sunshine, in the course of a winter day. Generally, the long summer days see temperatures near 50 degrees Fahrenheit, with occasional rain. The

weather and light are usually good enough to play softball around the clock.

WHAT IS the military doing here? A brief summary of their job will serve to explain their role.

Service personnel from the United States are in Iceland in keeping with obligations under the North Atlantic Treaty Organization to which both countries belong. Among the North Atlantic alliance members, Iceland occupies a unique strategic location—one that is vital to their mutual defense. The mid-North Atlantic NATO link of radar surveillance can most effectively be covered by operations from Iceland.

The North Atlantic Treaty proclaims as its first objective the determination of members "to safeguard the freedom, common heritage and civilization of their peoples, founded on the principles of democracy, individual liberty and rule of law."

The agreement is a defensive military document under which the allies come to each others' assistance in the event of an armed attack

against one or more of them. The alliance nations have also pledged mutual assistance and cooperation in economic, scientific, cultural and related fields.

Because of the fact that Iceland has no military force of its own, and with their participation in the NATO agreement of April 1949 in mind, the Icelandic Government, in May of 1951, signed an agreement with the government of the United States to provide for the defense of Iceland.

Patrol squadrons were, and still are, rotated for training and operational purposes by Commander Air Antisubmarine Warfare Force, Atlantic Fleet, with headquarters at Norfolk, Va. In addition, there is an Air Force fighter-interceptor squadron to provide air intercept operations at Keflavik.

IN VIEW of the strategic importance of Iceland in relation to antisubmarine warfare defense, the Navy relieved the Air Force as host military service in Iceland on 1 Jul 1961.

Atlantic

No strangers to Iceland, Americans were there during World War II to the tune of more than 55,000 billeted in tents, Quonset huts and makeshift buildings.

Urged by the desperate need of Britain for her own troops elsewhere, President Roosevelt agreed to take over the defense of Iceland for the Allies. The move was effected upon the invitation from Iceland's late President Sveinn Bjornsson for American troops to relieve the British.

Then Iceland became one of the primary North Atlantic filling stations of World War II. Without the



SNOW FOOLING—Keflavik Naval Station, Iceland, wears a blanket of snow.

key U. S. naval bases in Iceland, the continuous routing of shipping on the perilous but imperative "Murmansk Run" could not have been accomplished.

WHAT IS Iceland like, and what distinguishes it from other nations of the world?

Unique is the thermal heating system of many communities. Especially noteworthy is that of the capital city, Reykjavik, a city of 70,000 residents.

The city is heated from hot springs that are piped from subterranean depths of about 6000 feet, mostly within the city. The steam is so hot that a cooling process is needed before it may be used. The temperature of the water must not exceed 140 degrees Fahrenheit before being piped through domestic lines.

A few miles from Reykjavik, in the town of Hveragerdi, there are hothouses where bananas and other tropical fruits are grown with the use of hot springs.

A hardy, independent individual, the Icelander is usually light in com-

plexion and Nordic. Contrary to the contention of many, there is no Eskimo blood in his veins. He lives in a modern well-equipped home. This Viking descendant is more literate than the average man in the world and is an avid follower of both local and international politics. Most Icelanders may talk more knowingly about politics in general than 90 per cent of Americans.

He is proud of his language, which has not changed in a thousand years; his parliament, the Althing, which first convened in 930 A.D.; and his right to say what he pleases.

ICELAND, as a free state, came under the Norwegian Crown in 1262. In 1918, she became an independent state in a personal union with Denmark, and in 1944 was declared a republic. The country is governed by the Althing, which is reputed to be the oldest governing body in existence. Iceland has a president and a cabinet of seven members, including the prime minister. There are 60 Althing members in the parliament, representing the major parties.

GOING OVER THERE—Iceland played an important role in WWII as a North Atlantic filling station for convoys.



At the end of 1963, the population of the island was placed at just over 187,000, with some 90,000 persons making up the capital city and surrounding towns' residents. It is estimated that the population increases at the rate of approximately 1000 each year, with infant mortality the lowest in the world. Less than 20 per cent of the population lives in rural areas and the number of farmers dependent on agriculture is about 7000.

One claim the Icelander makes is that he has the richest milk products in the world. They are guaranteed to help a newcomer put on 10 pounds in the first month of his stay.

A NAVY TOUR of duty in Iceland is one year for single officers and enlisted men and for those married personnel who do not bring their dependents. The tour with dependents on station is two years.

Keflavik International Airport, referred to as the Agreed Area, is a joint Icelandic Government-U. S. Navy operation. The U. S. Naval Station provides logistic support and services for the Iceland Defense Force and subordinate units of the Navy and Air Force.

These units include an Air Force fighter-interceptor squadron, a patrol squadron detachment, a naval communications station, a naval security group activity, a U. S. counterintelligence support activity, the Marine barracks and a U. S. Coast Guard Ioran station.

During a stay in Iceland, all military, dependents and civilians are subject to the UCMJ plus the laws of Iceland. Icelandic laws are very similar to those in the U. S.

A couple of Icelandic laws that

are different are the customs and drink-and-drive laws. Iceland's driving while intoxicated (DWI) statute is one of the strictest laws in the world. Alcohol enough to be intoxicated for legal action is only one-half of one per cent, or one beer.

The customs law regulates the amount of grocery and Exchange items that leave the base. Following negotiations with the Icelanders, a sufficient amount of staples may now be taken off base for families. The only item prohibited is alcoholic beverages.

THESE REGULATIONS may seem tough, but there is good reason for the limited removal of commissary and Exchange items from the base. In Iceland there is almost no industry; therefore, everything has to be imported and there is a high tariff on consumer goods. Prices of food off-base are high, usually two to three times stateside prices. Fish, mutton, lamb and dairy products are plentiful and not too costly. Beef, pork, vegetables and fruits are rare and, when available, expensive. If the military were allowed to take what they pleased to their homes, there could develop a situation of the friendly neighbor being given an item here and another there. Not very good arithmetic for the Icelandic economy.

United States currency is utilized on the station, in the Navy Exchange and in most concessions. All transactions with Icelandic establishments and nationals on or off the station must be in kronur, the local currency.

There is a banking facility on base and it is the station-authorized source for converting dollars to



TOGETHER—Iceland, United States, and NATO flags fly at flag plaza.

kronur; however, some clubs are authorized kronur accounts for conversion at times when the banking facility is closed. One dollar is currently worth approximately 43 kronur. The disbursing office is the only authorized source for converting kronur back to dollars.

The proper military uniform is normally worn by all personnel when at work. Civilian clothing may be worn on station during off-duty hours, but the various clubs require dress uniforms or proper civilian attire (coat and tie) after 6 p.m.

Complete winter uniforms should accompany personnel to Iceland. Officers, chief petty officers and master sergeants may wear the summer uniform optionally during the summer months. All Navy and Air Force personnel E-6 and below wear the blue uniform year round. Civilian clothing should be the same as one would wear in the spring, autumn and winter in New England.

WHILE THE SEASONS in Iceland are usually no colder than the late fall in New England, high winds are ever present during the months of October through March. Heavy clothing for each member of the family should, therefore, be included in a household goods shipment. Probably the most important items are complete outfits and equipment for infant members of the family.

In the inventory of wearing apparel, a good pair of dressy boots will stand a lady in good stead for

'DRY RUN'—Navy helicopter crew from the Naval Station demonstrates techniques used by the station's sea and air rescue unit in waters off Iceland.



daytime wear, plus complete waterproof outfits for all members of the family.

Government housing is extremely limited, with off-base housing only slightly more available. On-station housing consists of one-, two- and three-bedroom apartment units. These are furnished with all the essentials in furniture.

Housing on the civilian economy is available, but limited. Rentals range from \$70 to \$150 a month, depending on size and conveniences. In the lowest priced housing, baths and/or kitchens must be shared.

Advance approval must be obtained from Commander Naval Forces, Iceland, for the bringing of dependents to Iceland. Concurrent travel is not authorized.

MOST OF the popularly priced off-base apartments are rented as furnished, but usually there is no refrigerator and an inadequate

amount of chairs, end tables, etc. Usually there is an electric range gauged in centigrade temperatures, so one item to bring is an oven thermometer. The newcomer should bring extra pieces of furniture, including a television set, radio-record player, small electrical appliances, linens, bedding, curtains, silverware, dishes and pots and pans.

Icelandic electric current is provided at 220 volts, 50 cycles; however, most American-made appliances will operate off-base with the aid of transformers. These may be purchased at hardware stores in Keflavik and Reykjavik. It is wise to purchase transformers of the 110-230-volt type with capacities of at least 50 watts more than required by the heaviest appliance. Suggested sizes are 250, 350 and 2000 watts, which cost approximately \$6, \$9 and \$50, respectively, on the local economy.

When household goods do not

arrive before newcomers, they will be able to borrow some items from the wives' clubs. Parents of small children are urged to include cribs, high chairs and other items for the nursery.

A school system with grades one through 12 is provided for dependent children living on and off base. The high school is accredited by the North Central Association. School buses are provided. A kindergarten is operated as a self-supporting activity by the parents of five year-old students.

PLAN TO SHIP an automobile to Iceland if you have one and are authorized under current Department of Defense directives. It is suggested that a good, solid older car or the jeep variety be sent rather than a later model. Most roads on the island are unpaved and are made of abrasive lava rock or gravel. The weather and lack of

Iceland's Ground Defense Force

An integral part in the fulfillment of the NATO Command mission in Iceland is the Ground Defense Force (GDF). If there were attacks from an unfriendly nation on Iceland, GDF, as a part of the NATO agreement, would move in to place to repel or contain a ground attack.

The initial stages of training for the Force begin with classes in the care and use of rifles, automatic rifles and machine guns. They progress to basic infantry tactics; the positions a squad will take in the field, and the reasons for placement of fire teams.

A fire team is composed of an automatic weaponsman plus supporting riflemen who serve additionally as ammunition carriers. And in event an automatic weaponsman is disabled, an ammunition

carrier will take his place.

After a company has been formed and split into platoons, squads and fire teams, the next step is the firing range. Shopmen, aircrewmembers and office workers are placed on the range and instructed in safety precautions. No matter how familiar they may be with the range, these safety precautions are repeated each time.

After qualification on the firing range in the various hand weapons, there is only the requirement to practice what has been learned and weld a team of these present day Minute Men together.

This is where the planning stage comes into focus. Staff level planning has been made and carried out for the training. Now the logistical support, communications and numerous other details fit into

place. It is time to call an alert and GDF shifts into high gear, with the training and drills past, to discover how good the men are in action.

Alerts are called to test the effectiveness of the training and to decide what additional measures must be taken to improve the Force. In addition to testing the efficiency of the personnel, alerts provide the opportunity for a look at weapons systems—an evaluation which often provides inspiration for improved use of the weapons and the method of their use.

The GDF is unique because it is planned, trained and executed by Navy, Army, Air Force and Marine Corps personnel, a unified effort which is the essence of the North Atlantic Treaty Organization and the teamwork spirit.

ON GUARD—Commander of Iceland Defense Force drops into area. *Rt:* Navy rifleman mans post during exercise.





HOT ISLAND—A Keflavik based Neptune patrol plane flies by a volcanic island that formed less than two years ago.

garage facilities aid in causing rapid deterioration of the machines.

The usual waiting period for arrival in Iceland of an automobile is from 45 to 60 days from date of delivery to the shipping port. No tax is imposed by the Icelandic Government on American-shipped vehicles and the owner is notified immediately when his arrives.

Icelandic liability insurance is required on all private automobiles; this coverage can be obtained either on or off base. The minimum coverage required is 500,000 kronur (\$11,600) which costs between \$50 and \$85 a year. Icelandic insurance law has many differences from the American variety, so automobile owners are cautioned to familiarize themselves with the policies and their limitations when purchased. Icelandic inspection decals and license plates are also required.

A word of caution on parts: Bring minor replacement parts, install good, heavy mud-flaps (required by law) and insure that the muffler is in sound condition.

THERE ARE SOME restrictions on liberty in Iceland, which at first sound very strict. When a man arrives, however, and gets the complete picture, it is mostly a small extra bother over that of other overseas bases.

There is a very liberal leave policy at Keflavik under which normally a man and his family are granted one trip to the United Kingdom or Europe on authorized leave. Transportation by government aircraft on a space available basis makes it within the reach of any pay grade.

Another feature of off-duty time is a series of conducted tours of Iceland which usually run from May to September. Charges for the tours are very reasonable.

Navy Exchange facilities include shops and services found at most bases. They include a service station, three barber shops, a tailor shop, a laundry and dry-cleaning plant, a help-yourself laundry, a photo shop and two snack bars.

There are four clubs on station: The Officers' Club; a CPO and MSGT Club; the Crows Nest (NCO); and the Polar Club for E4s and below. These clubs have some kind of entertainment nightly, usually with bands for dancing on four nights, two movie nights and a bingo night. Groups of stateside entertainers are engaged occasionally.

Special Services maintains a full spectrum of recreational facilities which include a new 12-lane bowling alley with an older six-lane back-up in another building. There is a well stocked library; and the base theatre has two shows each evening and matinees on Saturday and Sunday. In the hobby area there is an auto shop, a wood shop, leather shop and a hobby sales division.

THE SPORTS PROGRAM, although limited somewhat by weather and long winter nights, offers a well diversified program of events.

Basketball, flag football, softball and volleyball make up most of the intramural competition. Boxing matches are held five times a year, and for the golf enthusiast, there is a six-hole pitch-and-putt course on

station and a nine-hole course six miles from the station. Competition between Icelandic and American teams takes place several times each year on the Reykjavik and Akureyri golf courses, plus an occasional match in the Westmann Islands.

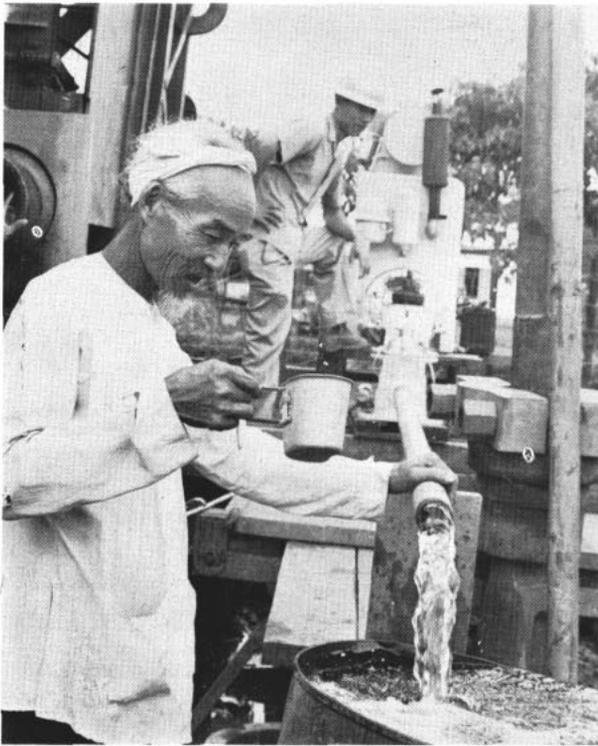
Basketball matches are frequently played with Icelandic teams in the field house. The field house is a comparatively new building and has regulation courts for basketball, badminton and European handball, plus a weight-lifting room, trampoline, steam bath and showers. Owing to lack of other facilities, the Icelandic and other European handball teams hold matches at the field house several times each year.

To round out the over-all recreation picture at Keflavik Base, we should mention the Armed Forces Radio and Television Station. Television programming runs seven hours on week nights and from 10 to 12 hours on the week-end. The bulk of the shows aired are those obtained by AFRTS offices in Los Angeles and include many of the better shows from the three major American networks. Local news programs are fairly complete, but for the word from your own community, it is suggested that you subscribe to your local newspaper.

Radio programming includes many canned programs from the States, plus a goodly number of locally originated music programs. The station is on the air 24 hours a day, seven days a week.

This is Iceland, the land of frost and fire. It's an experience you'll never forget.

—John H. Wilson, JO1, USN



DIG THIS—Villager gets his first view of fresh well water. *Rt:* Seabees aided by Vietnamese prepare well drilling rig.

Seabees Earn 'Well Done' for Job in Vietnam

THE PACIFIC FLEET Seabees are living up to their merited engineering capabilities throughout the Pacific Ocean area, setting their mark in such widely known places as Guam, Okinawa, Alaska and the Philippines.

But let's turn to a small South Vietnamese village named Tan Hiep, which lies in a salt marsh and rice paddy region of the Mekong Delta.

It was in Tan Hiep that a team of well drillers from U.S. Naval Mobile Construction Battalion 9 joined with Vietnamese authorities and representatives of the U.S. Operation Mission to bring in the first deep fresh-water well south of Saigon.

Fresh water is vitally important to Delta inhabitants. Disease-ridden canals have long been the sole sources

of most drinking water. Supplies of fresh water add to the effectiveness of secure areas while helping the people of the area as well.

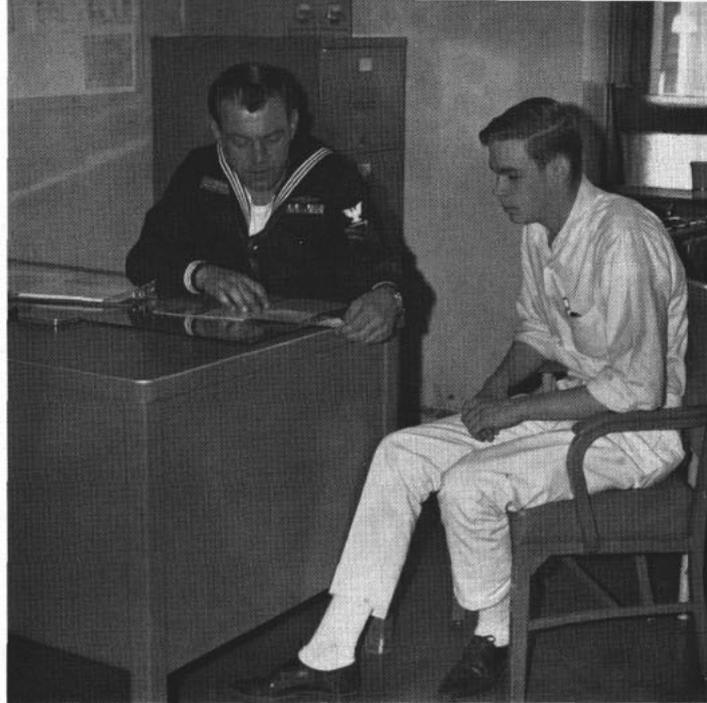
Villagers armed with five-gallon cans soon were hauling the first supplies of precious fresh water to their thatched homes. One elder was invited to test the water as it came from the mysterious contraption. He was amazed. In most parts of the delta fresh water is brought in by boat and sold to villagers.

Already, four more deep water wells are underway. When all are completed, an intricate piping system and intermediate pumping stations, will be established to serve villages and hamlets.

The Seabees continue to engineer for human needs.

NEW AND OLD—Tan Hiep woman is amazed by water from ground. *Rt:* Contaminated canal was prior water source.





ON THE JOB—Field recruiter, B. O. Russel, TMCS(SS), sells a prospect. Rf: C. J. Dichard, TM1(SS), explains sub duty.

Interested in Independent Duty?

A NAVY RECRUITER today has just about the nearest thing to independent duty a Navyman can imagine. He's his own boss and, in many cases, he finds himself regarded as Mr. Navy in his community.

Many a recruiter is assigned to a small community and may find himself operating a one-man shop. He may check back with the main office once a month, but he's still the honcho. Some men like this sort of work; others don't.

With this type of duty, it doesn't take the recruiter long to discover that versatility becomes routine. For example, a chief gunner's mate may well be pounding a typewriter one minute, driving an automobile within half an hour, appearing on TV within the hour and, later that same day, be pushing a broom to keep his small office clean, Navy-style. In the evening, he may find himself all dressed up, delivering a talk before a businessman's association. Never a dull moment.

He has his days planned well in advance, yet he never knows when he might have to tackle a job which, generally, is not thought to be in his line.

For example, one recruiter had finished talking to a class of high school students, and had stopped by a local radio station to deliver some spot announcements. The announcer on

duty asked him, "Why not record these yourself? We'll be glad to use them."

The recruiter was escorted to the production studio and soon found himself somewhat nervously recording the recruiting announcements. When he had finished, he hurried to the next school where he was scheduled to talk to another senior class.

Because of the increase in the number of applicants who dropped by to see him, the recording session became very much in his line from that time on.

THIS SCENE doesn't happen every day, yet variations of it are almost commonplace as the "brush beaters," or Navy recruiters, go about the business of signing new recruits into the sea service.

Navy recruiters can be found in cities both large and small. All are top hands, career men and thoroughly schooled in recruiting.

In spite of the wide range of projects recruiters are called upon to do, they have one prime aim: to fill their quota every month. Every action is aimed, in some manner, to keep the recruits rolling into the office and, from there into the Navy.

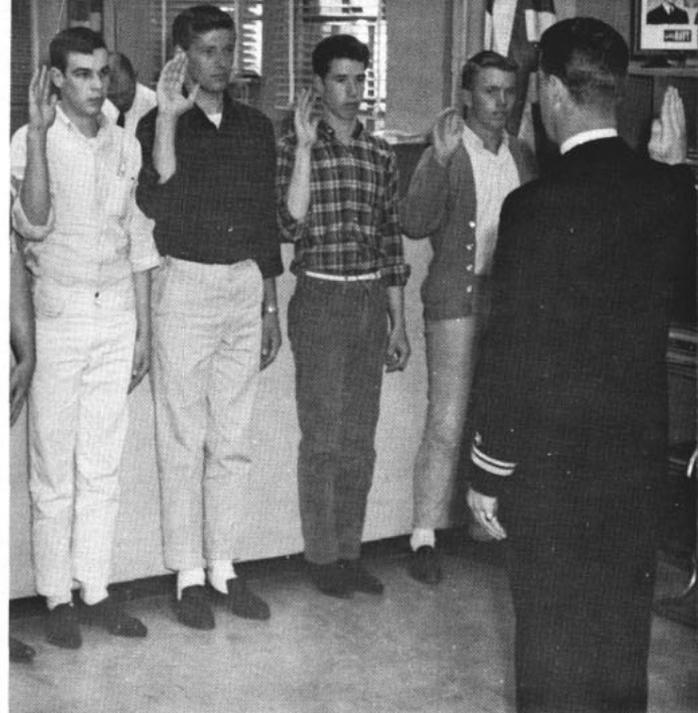
At times it's rather startling how this quota can be filled. Senior chief boilerman Robert J. Lindsay, stationed at the recruiting office in

downtown Washington, D. C., was relaxing over a cup of coffee when a young man, whom the chief had known years earlier, walked in. After several minutes of talking over old times, the chief asked why the young man had come all the way (about 45 miles) into the city.

"To join the Navy," was the reply. Seven years before, Lindsay had been unsuccessful in recruiting the young man, then a lad just out of high school. When the young man found that the chief was in Washington, he had driven the 45 miles so he could be signed into the Navy by his favorite chief.

THE QUOTA sometimes presents a problem to the recruiter. If the recruiter only had to find the right number of men and send them on their way, his job wouldn't be quite so frustrating. But frequently applicants cannot meet the physical requirements or the Navy's mental and moral standards, and the recruiter works on just about twice the number of men needed before he can completely fill his quota. In doing so, he soon learns his area quite well.

For instance, senior boatswain's mate chief John E. Cater, the former recruiter for Alaska, became well acquainted with his area—all 586,400 square miles of it. During one month last year, Chief Cater tested or inter-



A GOOD SIGN—An interested civilian seeks information at recruiting office. *Rt*: They went Navy and took the oath.

Try a Billet as 'Mr. Navy'

viewed some 80 men. Of those applying a total of 40 were accepted for enlistment.

When you consider that Chief Cater flew to the candidates' home town (travel funds for potential enlistees are limited, so he had to go to them for preliminary interviews), typed all the pre-enlistment papers and managed the publicity and travel arrangements, he was a busy man. Yet he found time to teach Sunday School, be active in United Services Organization affairs and attend the University of Alaska courses at Elmendorf Air Force Base.

The Denver area is somewhat different. Navy recruiters frequent such scenic and historically colorful places as Medicine Bow, Laramie and Cheyenne, Wyo., currently familiar to television viewers. They're also known in Central City, Cripple Creek, Leadville and many other Colorado gold mining towns with illustrious backgrounds.

Navy recruiters look for highly qualified applicants from the Yellowstone and Estes Parks, through the hunting and fishing areas from the Big Horn mountains in Wyoming to the San Juan mountains of Southern Colorado.

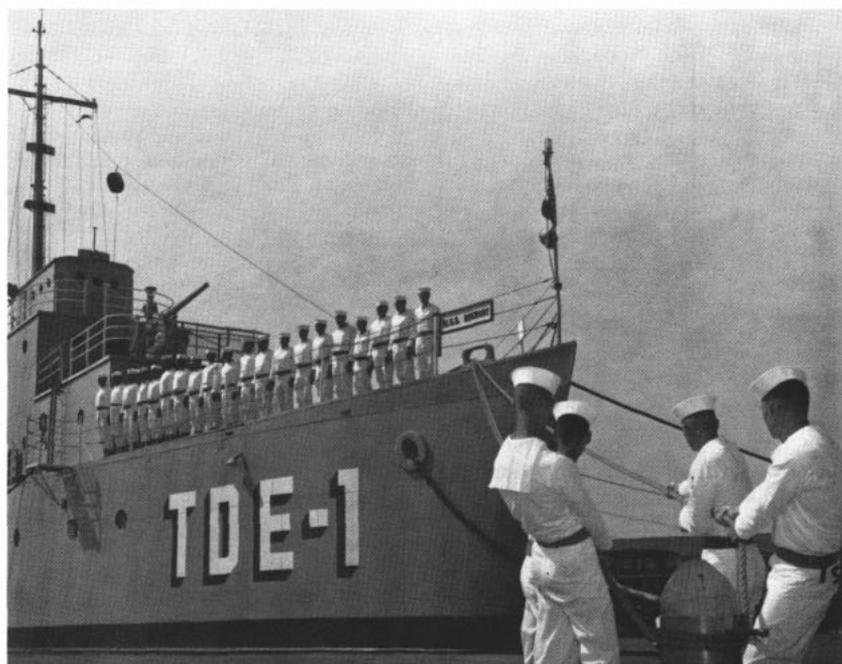
Typical of any district, the recruiter in the Denver area must present a good Navy image, have a sizable collection of sea stories and a full pot

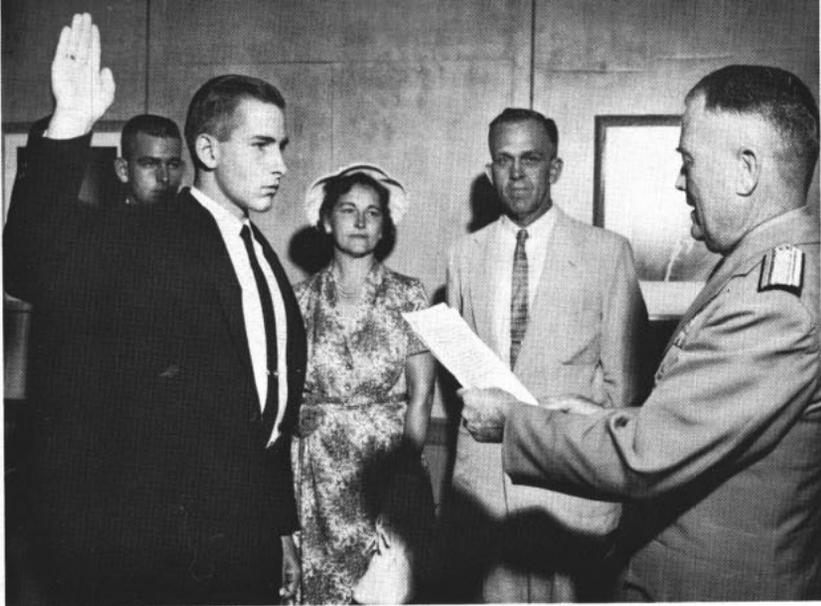
of coffee to welcome retired shipmates and prospective Navymen.

Of course, the Denver recruiting district has quite a reputation for such pastimes as trout fishing and big game hunting, and the recruiter must rapidly become knowledgeable on these subjects. He may, for instance, discuss with a series of applicants the merits of wet fly fishing as compared to dry, the proper caliber of rifle for bear hunting as compared to that for elk, or the proper gauge of shotgun for hunting pheasants in South Dakota or Nebraska.



NEXT STEPS—Recruits arrive at boot camp and (below) train for Navy life.





SPECIAL JOB—Admiral William F. Raborn swore in first recruit for *Polaris* electronic training program back in 1960. Norman Wodell is now an MT2.

PRESENTLY there is a shortage of qualified personnel who want recruiting duty. If you're looking for some choice shore duty, you may wish to give recruiting a try. You will be your own boss as you sell the organization of which you are a career member.

Wherever you may be assigned, it won't be long before you will find

recruiting to be as rewarding and enjoyable work as you have encountered in the Navy. If you're willing to put in a few extra hours and you like to meet and talk to people, this may be just what you want.

Recruiting duty is a three-year tour (except for those whose normal tour of shore duty is longer). You will live in a civilian community and

have the opportunity to participate in many civic and social affairs.

With the present shortage of recruiters, your chances of being assigned now, or in the near future, are very good—possibly in or near your home town. Although nearly every area needs recruiters, there are more openings in the Third, Fourth and Ninth Naval Districts.

CHECK YOURSELF against these requirements if you feel you'd like to try recruiting.

- You must be eligible for shore duty.

- You must have a GCT score of 50 or above. (A waiver of five points will be considered by the Chief of Naval Personnel if you are otherwise qualified and highly recommended.)

- You must hold a valid motor vehicle operator's license.

- You must have a clear record and show evidence of financial stability and sobriety during current and previous enlistments. Your complete record—from the time you first enlisted through the present—will be checked in the Bureau to determine if you are qualified for recruiting duty.

- You must be above average in your individual character traits, sense of humor and forcefulness.

- You must have the ability to meet the public and have the personal qualifications for independent duty.

- You must be persuasive in conveying ideas and information, whether in personal contact or in writing.

- You must have a cooperative attitude, as indicated by helping others.

- You must have the ability to converse intelligently on Navy and general subjects.

- You must demonstrate your ability to deal successfully with problems involving ideas and people.

- You must have no speech defects or a marked foreign accent, and you must make a presentable appearance.

Navy Has More Than 900 Recruiting Stations

Today's recruiting organization is an outfit with a total of 908 different stations. Of these, eight are area directors of Navy recruiting, 38 are main recruiting stations, 20 are class A sub stations, 15 are class B sub stations and the remaining 827 are branch recruiting stations.

The main stations and Class A sub stations are manned by a larger group of men—and women—including clerical, administrative and other rates in addition to officer personnel. Both types have facilities for processing the recruits and have arrangements made with Armed

Forces Examining Stations for conducting the needed physical and mental examinations. Their size is the main difference between the two types of stations. Main stations, of course, are the larger, but the two have just about the same capabilities as far as enlisted programs are concerned.

Canvasser-type recruiters (brush-beaters) are assigned to all stations, while support personnel will be found at Main and Class A sub stations.

Here's a list of cities that have the two larger type stations:

Main Stations	
Boston, Mass.	Chicago, Ill.
Albany, N. Y.	Milwaukee, Wisc.
Buffalo, N. Y.	Indianapolis, Ind.
New York, N. Y.	St. Louis, Mo.
Philadelphia, Pa.	Little Rock, Ark.
Pittsburgh, Pa.	New Orleans, La.
Cleveland, Ohio	Oklahoma City, Okla.
Columbus, Ohio	Dallas, Texas
Washington, D. C.	Houston, Texas
Richmond, Va.	Albuquerque, N.M.
Ashland, Ky.	Minneapolis, Minn.
Louisville, Ky.	Des Moines, Iowa
Raleigh, N. C.	Omaha, Nebr.
Columbia, S. C.	Kansas City, Mo.
Macon, Ga.	Denver, Colo.

Nashville, Tenn.	Seattle, Wash.
Birmingham, Ala.	Portland, Ore.
Jacksonville, Fla.	San Francisco, Calif.
Detroit, Mich.	Los Angeles, Calif.

Class A Sub Stations	
Portland, Maine	Wilkes-Barre, Pa.
Springfield, Mass.	Cincinnati, Ohio
Syracuse, N. Y.	Fargo, N. D.
Baltimore, Md.	San Antonio, Texas
Atlanta, Ga.	Phoenix, Ariz.
Montgomery, Ala.	Boise, Idaho
Memphis, Tenn.	Fresno, Calif.
Jackson, Miss.	Salt Lake City, Utah
Miami, Fla.	Butte, Mont.
Harrisburg, Pa.	Spokane, Wash.

BEFORE YOU APPLY for recruiting duty, your commanding officer will want to interview and evaluate you on these personal characteristic requirements. If you receive his unqualified endorsement, you may then apply when you fill out your Seavey Rotation Data Card.

In filling out your Seavey card, be sure to indicate recruiting duty (code

1-6) as your broad duty preference. However, once you select the locality you want, don't list two or more cities under the same main station as you will waste one of your choices (see box accompanying this article on recruiting organization). It would be wise to make use of the "anywhere" selection and thus increase your opportunity for selection to recruiting duty.

Navy recruiters are divided into two categories—canvasser-type and support personnel.

Canvasser-type recruiters consist of CPOs and PO1s in most ratings on Seavey except for YN, PN, SK, DK and HM, and most critical ratings (see box on ratings eligible for recruiting duty). Selected PO2s are also being assigned to recruiting duty.

Here's what happens once you are selected for canvasser-type recruiting duty. You will be ordered to NTC Bainbridge or San Diego for seven weeks of temporary duty under instruction at the Recruiter's School. All canvasser-type recruiters must attend this school, but ex-recruiters only go through a three-week refresher course when attending.

Not Everyone Is Eligible

Although all ratings in the Navy are, theoretically, eligible for recruiting duty, personnel in critical type ratings and ratings critically needed in the Fleet cannot be assigned as recruiters. Here's a list of all the ratings which are NOT being assigned to recruiting duty:

ST	GMT	UT
FT	DC	AZ
MN	EA	PT
ET	CE	AX
DS	EO	JO
RM	CM	DM
IM	BU	MA
OM	CT	MU
GMM	SW	DT

ONCE YOU HAVE completed the school, you will report to your designated Navy Recruiting (Main) Station for temporary duty and further assignment by the officer in charge. (The recruiting service is organized on a district basis and each Navy Recruiting Station has sub and branch stations.) However, about three to four weeks before you leave Recruiting School, you will receive your ultimate assignment. Therefore,

you can make any necessary arrangements regarding your dependents and household effects before you leave school.

Support personnel are, as the name implies, those who do not ordinarily perform the duties of the canvasser-type recruiter. Normally they do not attend the school before they are assigned to this duty.

Support-type personnel include YNs and PNs in pay grades E-3 through E-8; SKs in pay grades E-3 through E-7; DKs in pay grades E-5 through E-7; and HMs in pay grades E-5 through E-9. Generally, support personnel are assigned to main recruiting stations and Class A sub stations (see box on organization).

Once you're in the field, you'll run into unusual situations and you will feel like a very important cog in a large wheel. In short, you will be Mr. Navy to the community, a direct—and at times the only—representative of the sea service. You'll have your opportunity to use your personal ingenuity and initiative in one of the most challenging and interesting billets in the Navy.

—John Ramsey, JO1, USN

Navy Recruiting Goes Back to the Days of the Jones Boy

A few years back, 190 to be exact, a Lieutenant J. P. Jones had the job of rounding up a crew for the 24-gun ship *Alfred*. Evidently he was successful, because in February 1776, shortly after *Alfred* was commissioned, the ship set sail for the West Indies. And late in 1776, John Paul Jones, then a captain, was in command of the ship for which, more than a year before, he was the recruiter.

That, presumably, was the beginning of Navy recruiting.

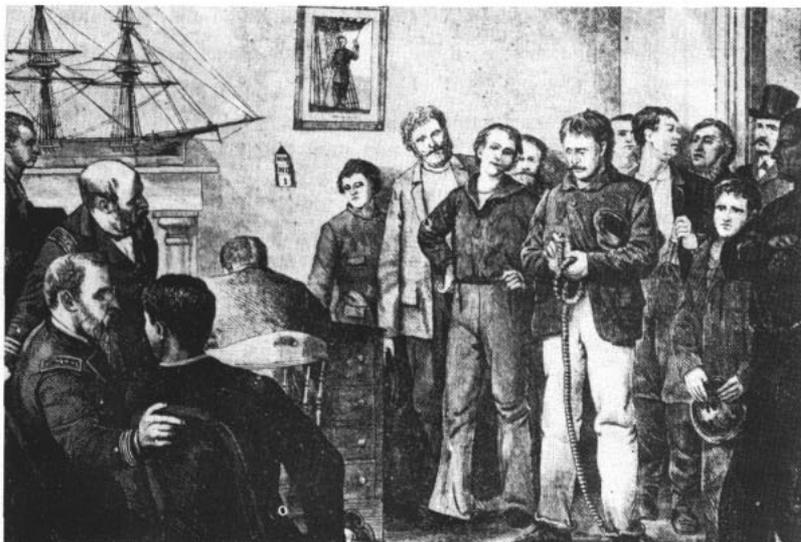
Until a little over 60 years ago, a recruiting station was called a rendezvous center. In the early days, naval officers made arrangements with owners of public houses or inns to rent or use them for a short period as headquarters for recruiting. Their arrival was well publicized, as demonstrated by this advertisement in a 1798 issue of a Boston newspaper.

"... a House of Rendezvous is opened at the sign of the 'Federal Eagle,' kept by Mrs. Broaders, in Fore-street, where One Hundred and Fifty able Seamen, and Ninety-Five ordinary Seamen, will have an

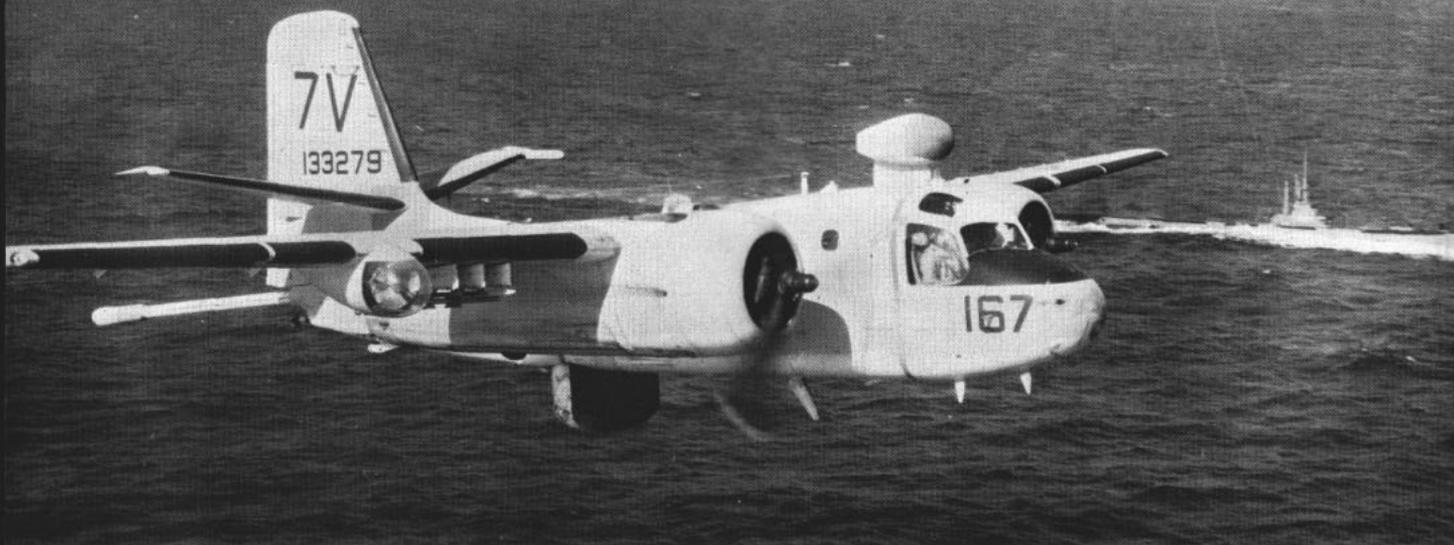
opportunity of entering into the service of their country for One Year . . . These brave Lads, are now invited to repair to the Flagg of the *Constitution* now flying at the above rendezvous."

Recruiters today use a somewhat similar practice—that is, they drive

from one town to another, setting up shop in a public building, usually the post office or city hall. Their arrival has been announced in the newspaper and over the radio, and men—or women—who are interested usually are waiting to talk with them.



THE TEST—Recruit of 1860's shows knot-tying skill to examining board.



READY TO GO—Reserve ASW air and surface units, completely equipped and trained, stand ready on both coasts.

The Ready Reserve

ON A THURSDAY night in a small midwestern town an auto mechanic washes the grease from his hands and slips into a set of blues.

He's a Sunday sailor, belonging to a group of part-time Navymen 126,000 strong who would be called upon to bolster the active fleet in the event of war or national emergency. He ships out in time of war, national emergency or when the going gets rough he will be there.

IN TOUCH—Naval Air Intelligence Reserve Unit of South Weymouth, Mass., visited Air Reserve Training Unit, Norfolk, and toured *USS Independence*.

If the Navy ever calls him he's going to be needed. Very badly, and perhaps very quickly.

At the outbreak of hostilities—or if an outbreak were likely—the active Regular Navy Fleet would probably deploy immediately. Within 24 hours they would be joined by Naval Reserve antisubmarine and mine warfare units including destroyers, destroyer escorts, minesweepers as well as aircraft squadrons.

Because of the potential submarine threat to U. S. shipping and war fleets immediately upon the outbreak of a war, antisubmarine warfare units have been the highest priority Naval Reserve component since about 1958. For the last seven years operationally trained, completely equipped, deployable ASW Reserve forces have been maintained on both coasts.

Surface ASW units total 17 destroyers and 21 destroyer escorts. Some of these are commissioned; others are not, but all are under the operational command of cruiser-destroyer type commanders.

These NRT (Naval Reserve Training) ships are maintained by small crews of Regular Navymen who spend most of their time keeping the vessel shipshape and instructing Reserve personnel. The majority of shipboard billets are held by members of the Naval Reserve.

THESE ASSIGNED Reserve crew members (always volunteers) live within easy commuting distance of the ship's home port, and would take the ship to sea and fight her, in case of mobilization. During one weekend each month these Reservists come aboard, integrate with the nucleus crew, and take the ship to sea. During these training periods, plus a two-week stint in the summer, the ships are required to complete the same competitive exercises which



ALL HANDS

are required of active fleet ships.

NRT ships spend much of their time training Reservists who are sent from training centers at considerable distances from the coast, but their primary mission is to remain ready to deploy with their Reserve crews on 24 hours' notice.

The air wing of the Reserve ASW forces consists of patrol, helo and S2 *Tracker* squadrons which operate in the same fashion as NRT ships. The squadron Navymen train one weekend per month plus two weeks in the summertime. Pilots and aircrewmen, who need flight time to maintain their proficiency, are authorized 36 extra drill periods each year.

Aircraft assigned to the Aviation Reserve Squadrons are of modern type, including helos with sonar gear and S2s with MAD submarine detection equipment. Both the helos and fixed wing aircraft have nuclear depth charge capabilities.

ALTHOUGH the ASW units hold the number one Reserve priority, they are not the only ones which are equipped and operational. There are, for instance, 12 minesweeps in the Surface Reserve Force, manned by Blue and Gold crews. Both crews train aboard their ships. During mobilization, the Blue crews would take the vessels to sea while the Gold crews would activate mothballed minesweeps of a similar type or augment fleet units.

Materially equipped, combat-ready units account for less than 10 percent of the entire Naval Reserve



DRILL NIGHT—Reservists learn by using mock-ups at local Reserve centers.

manpower pool. The remaining Navymen would, if called, go to fill billets on Regular Navy ships and stations.

Mobilization billets must be filled and ships brought up to wartime complement soon after the beginning of a conflict.

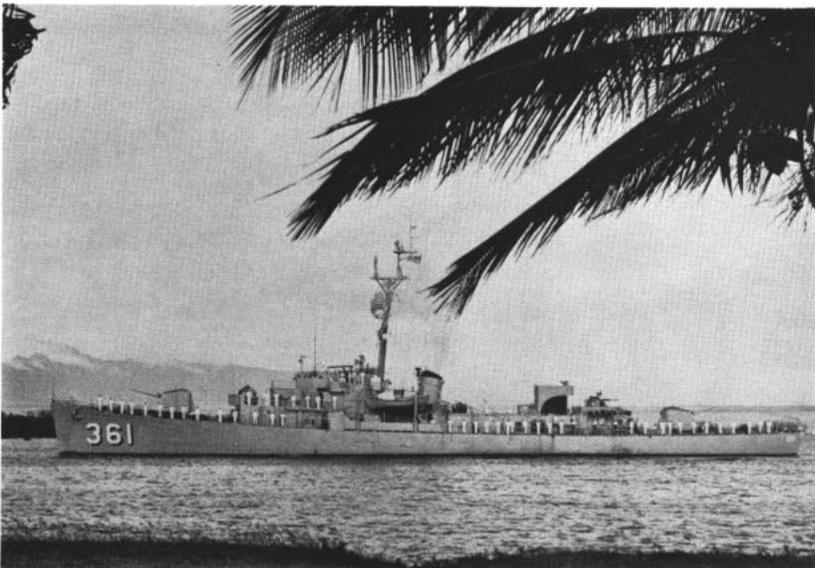
The possibility of confusion on M-day has been avoided by a relatively new system under which many Reservists—Selected Reservists,

they're called—receive their mobilization billet assignments before, not after, mobilization day.

Mobilization experts concentrate most of their time on procedures for augmenting Regular naval forces with a minimum of time and paperwork.

A GOOD EXAMPLE is that midwestern Sunday sailor mentioned earlier in this article.

TWO OF A KIND—Reserve training ships like *Walton* (DE 361) and *Reedbird* (MSCO 51) are ready to join Fleet.





RESERVISTS check in during mobilization drill. *Rt:* Reserve crew of USS Daniel A. Joy sets sail when called in '61.

He is a "Category A" Selected Reservist. In his back pocket, along with his driver's license, credit cards and family snapshots, he carries orders instructing him to report to the aircraft carrier *uss Oriskany*, via his mobilization station. Should the Reserves be called, he would be expected to fall out, complete with seabag and whitehat, at his Reserve training center.

There he would be met by a MOB team, consisting of Reservists who will do the M-day paperwork.

Similar mobilization stations would

go into action across the country, each capable of processing 100 to 300 Reservists daily.

Little has been left to chance and the mechanic—now machinist's mate—should report to the engineering department of *Oriskany* within a very few days.

M-day orders are written by the Naval Reserve Manpower Center (NRMC) in Bainbridge, Md., which operates in much the same way as do Regular Navy EPDOs, with one exception: The man receiving orders sedom goes anywhere. M-day orders

are changed as the situation changes, and a Selected Reservist may receive a new set of orders when he makes a rating, when his ship is decommissioned or converted, or when NRMC decides he would be of more use elsewhere. NRMC's objective is simple: Keep the billets filled with qualified Reservists.

MOST NAVAL Reservists would have reported to their destinations within 90 days after M-day. Three months, incidentally, is the time required to train draftees. When the flow of Reserves ceased, the flow of inductees from the boot camps would begin. If all went according to plan—as it almost undoubtedly would—the Fleet would not notice the switchover.

Mobilization, of course, need not be complete. Reserve forces are the tools of the Commander-in-chief and Congress and may be used in the manner best fitting the situation.

In an emergency the President, without consulting Congress, is authorized to call a total of 1,000,000 men from the Reserve forces of all services.

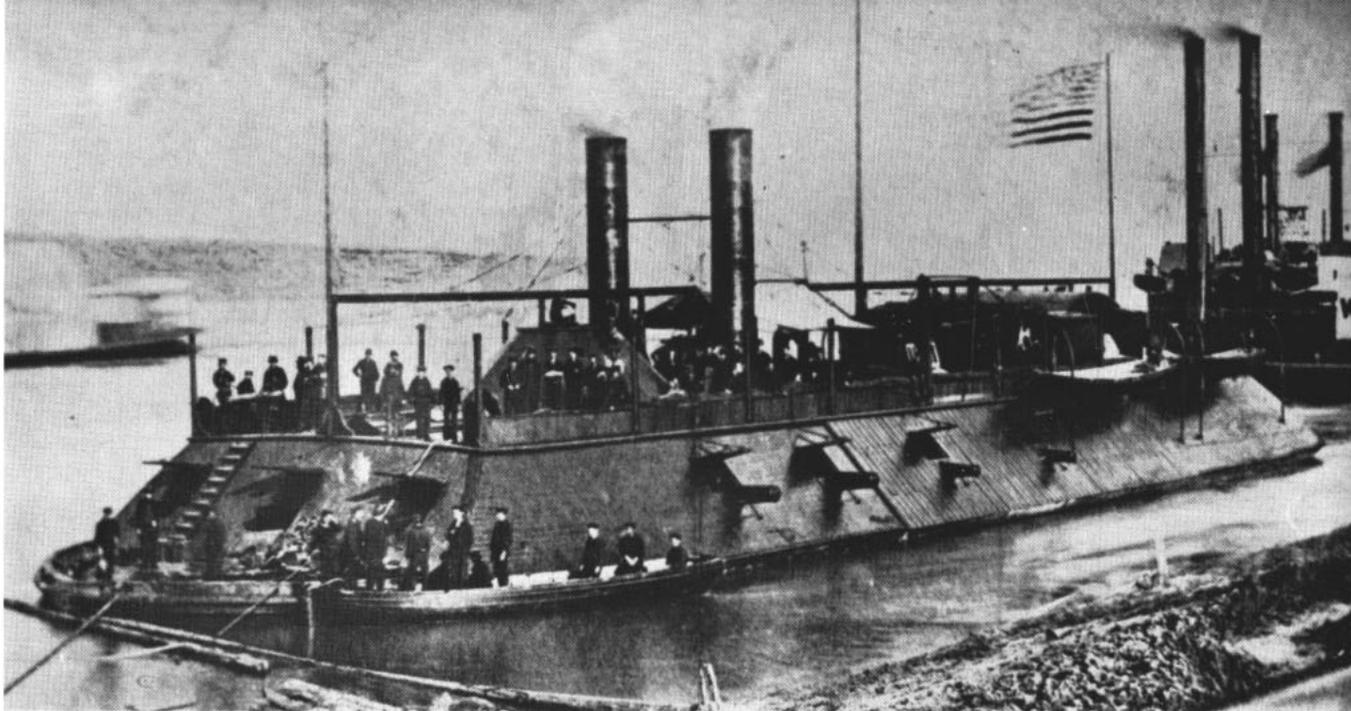
Normally the President (or Congress) tries to arrange at least 30 days' notice before a call, giving Reservists an opportunity to square away their personal affairs. Most of the Reservists called during the Berlin crisis were given four weeks in which to prepare.

Advance notice, of course, is definitely not necessary. The flow of Naval Reservists into the Active Fleet could begin at the drop of a hat.

—Jon Franklin, JO1, USN.

SOME MOB—Participants in a Naval District Mobilization exercise muster for personnel inspection. Reserve MOB teams handle paper work on M-Day.





UNION GUNBOAT USS *Cairo* looked like this before she was sunk by torpedoes (mines) on Yazoo River near Vicksburg.

The Raising of USS *Cairo*

SHORTLY before noon on 12 Dec 1862, the ironclad Union gunboat *Cairo* was sweeping the Yazoo River near Vicksburg for mines. Probably nobody on board expected trouble, for the mines they were sweeping were an innovation and had never had the audacity to explode. *Cairo*, being of an advanced design, was about as secure as a warship could possibly be.

The crew's confidence was misplaced, however. A terrific explosion shook the ship's timbers. While her pilot still had steerage, he swung the disabled ship toward a section of the Yazoo's bank where the water seemed deep enough to maneuver within jumping distance of the shore.

The pilot chose his spot well for the ship did get close enough to the bank for her crew to struggle ashore with their wounded before the ship sank.

The sinking of *Cairo* marked the end of the brief period of relative invulnerability enjoyed by the ironclads. *Cairo*, in fact, had the dubious distinction of being the first ship ever to be sunk by a mine, or torpedo as they were called in those days.

Cairo's crewmen removed the ship's stacks and spars so the wreckage would not be visible from the surface, thus discouraging any possible Confederate attempts to

salvage her guns and equipment.

VICKSBURG fell to the Union forces on 4 Jul 1863 and Rear Admiral David D. Porter, who had personally taken command of naval operations near Vicksburg, began thinking of salvaging the sunken *Cairo*.

Porter may, in fact, have entertained such thoughts earlier, for he had sent the tin-clad *Rattler* and the rams *Queen of the West* and *Lancaster* up the Yazoo as early as the preceding January to investigate the possibility of Confederate sal-

DIVER enters river from barge to investigate wreckage of USS *Cairo*.



vage activity and to put a definite fix on *Cairo's* resting place.

The Union warships ascended the Yazoo but found no intimation of Confederate salvage activity. In fact, they found that the muddy, swirling waters of the Yazoo had completely concealed *Cairo's* grave.

Acting Ensign Phineas R. Starr set out from Vicksburg about three months after the city's fall and, despite Confederate bushwackers in the Yazoo Valley, proceeded overland to the plantation of a Colonel Benson Blake. From COL Blake's plantation, Ensign Starr succeeded in locating *Cairo*.

The ensign reported *Cairo* lay in about 20 feet of water near the Yazoo's right bank facing upstream at about one and one-fourth miles below Blake's lower plantation.

Starr also reported that about three feet of water covered *Cairo's* wheelhouse when he was there but learned the wreck had come into sight once since the previous December when her pilothouse had shown above the surface.

He also learned that the chains that had hung over *Cairo's* bow had been removed by the Confederates.

NOTHING was done at that time toward raising *Cairo*. In fact, the first effort in that direction was not made for another 20 years when,



GUNBOATS and mortar boats of Union's Mississippi fleet bombard island on the river during Civil War encounter.

in 1882, a St Louis firm signed a contract with the Secretary of the Treasury to raise the ship. The contract, however, was never fulfilled.

Meanwhile, back at the old plantation, the process of legend-making had begun. Colonel Blake pointed out the site of *Cairo's* grave to his son and the process was repeated from generation to generation.

Each year the exact location became less certain until, in 1956, a member of the Blake family could only say that, according to a family tradition, *Cairo* lay somewhere along the river below the lower plantation. He had never seen it and doubted that anyone then living had seen it,

although handwrought nails that many believed to have been from *Cairo* had been washed up at the foot of Snyder's Bluff.

On a summer evening in 1956, Edwin C. Bearss, a historian of the Vicksburg National Military Park, and Warren Grabau, a professional geologist who was also an amateur historian, were mulling over the events surrounding *Cairo's* demise and began wondering if the ship could possibly still lie submerged and reasonably intact after nearly a century underwater in the Yazoo River.

Accounts of *Cairo's* sinking were carefully scrutinized, then spiced with assumptions and guesswork.

After considerable research and speculation, a cross was made on the map of the Yazoo River near Vicksburg with the legend below it: *Cairo sank here.*

IT ALL SEEMED SO logical, yet nobody who had previously looked for the hulk had succeeded in finding it. In November 1956, however, the two historians headed up the Yazoo toward the spot they considered to be their optimum possibility. About 50 yards from the chosen spot, the needle of their compass swung wildly around and settled back to its normal position, indicating the presence of a considerable amount of submerged iron directly under them.

The two men blazed a tree on the shore to mark the site and headed downstream to Vicksburg, certain they had found *Cairo's* wreckage.

As the miles increased, separating them from the blazed tree on the bank of the Yazoo, doubts began to assail them. The needle's gyrations could have been caused by almost anything.

The odds against the iron deposit being the wreckage of the Union gunboat were so strong, in fact, the searchers were inclined to abandon the whole idea by the time they had traveled the 15 miles back to Vicksburg. Curiosity, however, won out and they returned with a 20-foot steel rod which they plunged time and again into the muddy waters of the Yazoo and the blue clay of the river's bottom.

AS SALVAGE of *USS Cairo* was accomplished, pieces of boat were assembled. Parts of gunboat's deckhouse (below) stand as they did century ago.



THE PICTURE that emerged from the probing was that of a big flattopped, slope-sided wreck with iron sides. The flat top was wood but there was a little iron tower in front with sloping iron sides. The braille picture fitted the official description of *Cairo* exactly.

Three years passed before another expedition was organized.

The attempts to rescue the Union ironclad from the bottom proved to be tedious and expensive. Divers were used but their efforts were hampered by the muddy and frequently freezing waters. It didn't take the divers long, however, to discover details concerning the gunboat which were not a part of official records.

As work progressed, bits and pieces, including the pilothouse, began coming to the surface but not without considerable effort on the part of the salvage crew. The finds showed some of the wreck to be in a remarkable state of preservation.

An eight-inch naval gun, for instance, still had the cap on the nipple and was still charged with canister. The gun sight was set at 350 yards and the brass slide was deeply grooved at this point indicating that most of the ironclad's firing was done at short range.

The oaken gun carriage was in almost as good condition as it had been nearly a century before and impressions in the mud on the cascabel and carriage indicated the hemp tackles used to absorb the recoil were intact until the gun was pulled from the casemate.

Powder canisters were found in the wreckage and a Navy explosives demolition team came down from

Indian Head, Md. to investigate danger from other explosives which might have been on board. Surprisingly enough, *Cairo's* powder was still dry—mute testimony to the care taken to keep it so a century before.

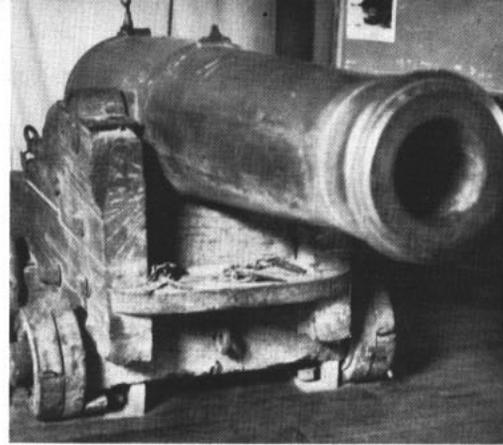
CAIRO's wreckage was full of silt and the flotsam of decades was lodged against it. Freeing her from all the debris that held her to the bottom was impossible. Nevertheless, attempts were made to lift the hulk onto a barge, but the river's water level was low and the lifting wires cut the ship into three major sections.

Shipbuilding authorities say, although *Cairo* sustained considerable damage during her resurrection, she can be restored to the condition she was in when she sank into the blue clay at the bottom of the Yazoo.

However, according to the Mississippi Agricultural and Industrial Board, a first-class job will cost in the vicinity of a million dollars. This tab includes the cost of either a flotation barge or a land site and new building for exhibiting the renovated *Cairo*.

The fact that it will cost a million dollars to restore *Cairo* lends a touch of irony to her resurrection, for the contract made between James B. Eads of St. Louis, Missouri, and Brig. Gen. M. C. Meigs, Quartermaster-General, acting for the United States, specified that for each and every gunboat (such as *Cairo*) built to the government's specifications, Mr. Eads would receive the sum of \$89,600.

—Barney Calame, LTJG, USN
and Robert Neil



PICTURES show condition of *Cairo's* cannon, bell, side plating and ammunition after century underwater.



HEAVY CRANES lift part of wreckage out of Yazoo River. During salvage operations boat was cut into sections, will be restored to original condition.



A Navy Briefing

NEXT MONTH, you may be among the 180,000 Navy-men who take one of the advancement in rating examinations. If you have proceeded on the assumption that study is an unnecessary bother, you stand a good chance of failing and thereby putting yourself out of the running.

If, on the other hand, you are among the majority of Navymen who have conscientiously studied, made the most of your correspondence courses and conducted an intensive review, you will almost inevitably pass.

If you pass, you will have invested many hours of work in anticipation of being advanced. We hope you will get that extra stripe, but we can't help remembering that of the 100,812 who took and passed the examination last February, only 60,234 were advanced. Why?

The Navy is like other fields of endeavor. In some skills it is undermanned while other specialties have enough or perhaps an excess of manpower. Next month's examinations will emphasize the fact that, in the Navy as elsewhere in this workaday world, the men who get ahead are generally those with the highest combination of knowledge, proven performance and seniority—in other words, the best qualified.

What does it take to get ahead? Let's take a look at the basic requirements before going further. There are several musts. You must:

- Be recommended by your commanding officer.
- Complete all of the required practical factors.
- Complete the required Navy training courses (Military and Professional).
- Complete performance tests, if required.
- Successfully complete service schools, if they are required for your particular pay grade or rating.
- Fulfill service requirements, both time in service and time in pay grade.
- Meet security requirements; and
- Be in the proper path of advancement.

So there will be no misunderstanding concerning the importance of these items of basic eligibility, let's examine each of them.

Recommendation by Your Commanding Officer

If you have thought COs give recommendations as a matter of routine, you are badly mistaken. Each recommendation is carefully considered and given only to those the commanding officer considers capable of handling the responsibilities of a higher rate.

The CO's recommendation for advancement must be recorded on page 13 of your service record. If he has reason to do so, your CO can withdraw his recommendation at any time before you are actually advanced. If it is withdrawn this too will be shown in your service record.

Practical Factors

These are the skills and abilities which you must have and be able to demonstrate before you can advance in rating. You can find the practical factors for your rating in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068A). Be sure to check those which apply to you and complete them as soon as possible.

You can begin working on the practical factors for your next higher rate as soon as you are advanced to the

rate immediately below. When you complete the required practical factors to the satisfaction of your responsible superior officer, he will make a notation in your service record. The notation won't indicate a relative or an absolute mark because practical factors, unlike the advancement exams, are not competitive. They are, however, intended to tell you and anyone else who has any business knowing, whether or not you can perform the tasks you must do if you are to be advanced.

The methods of completing practical factors are given in Article C-7201 of the *BuPers Manual*. In case you are interested in how records of your completion of practical factors are maintained, you can find out by reading Article B-2326 of the *BuPers Manual*.

Navy Training Courses

These have only one reason for existence—to help you get ahead in the Navy. They are formal courses of study based on the qualifications for each Navy rating. You will find the publications for your rating listed in the current edition of *Training Publications for Advancement in Rating* (NavPers 10052 series).

You must complete the Navy training courses for your individual rate or rating that are marked with an asterisk (*).

Needless to say, these training courses are an excellent means of preparation for advancement in rating examinations. Most of the material in your advancement examination is taken from the required training courses. The remainder comes from other reference material in the NavPers 10052 series.

You must prove you understand the material in your training courses, and this can be done by passing a locally prepared and administered test or by passing the enlisted correspondence course based on the Navy training course.

You will find that some enlisted correspondence courses are applicable to a single pay grade while others apply to two grades. Completion of a single-grade correspondence course, based on either a single or two-grade Navy training course, satisfies the requirements for one grade only. You must complete a two-grade course to satisfy the Navy training course requirements for both grades.

The Chief of Naval Personnel has authorized certain Fleet and special schools to assign striker designations to graduates of their courses. Navymen who have a school-assigned striker identification are considered to have met the training course requirements of the applicable rating for pay-grade E-4, but not the military PO3 course requirements.

If you are working to make yourself a PO1 or CPO, and have successfully completed a Class B service school, this is considered equivalent to completing the training courses for these rates but not the military PO1 and CPO course.

Performance Tests

Some ratings depend on the ability of the men filling them to perform certain tasks. Those who want to get ahead in their rating must prove they are capable of doing these jobs by passing performance tests. These are given to men in the following ratings: QM, SM, YN, CYN,

on Advancement

RM, SF, BR, DK, SK, PN, HM, AZ, JO, SH, PC, AZ, AG, AK, and DT.

If you are in one of these ratings and want to qualify for the advancement examinations, your performance tests, when you take them, will be administered by a local examining board. The board probably will be composed of two or more officers if you are in one of the larger commands.

In smaller commands, where a smaller number of candidates are to be found, only one officer is usually required.

Although there is no hard and fast rule covering their frequency, the tests are usually given at least once each quarter. However, commanding officers may schedule them more often if local conditions warrant.

There are only two grades given on performance tests. You either pass or fail. The results are entered in your service record under administrative remarks (page 13).

You must pass whatever performance test applies to you (if any), but it is strictly a qualifying item. It does not count as part of your final advancement multiple.

Required Service Schools

Personnel seeking to qualify in eight rates are required to attend service schools before they are eligible for advancement. These are: PR3, DT3, HM3, MNCA, MUCA, AGCA, PT3, or AME3. If you are working for advancement to any of these ratings you must attend a specified Class A, B or Fleet School before you can meet the eligibility requirements for advancement.

Path of Advancement

No matter where you are going, you must be on the right path. This applies to advancement to the next higher grade in your rating. To find the proper path of advancement in relation to the rate and rating you now hold, look up the table of the enlisted rating structure in *Quals Manual* (NavPers 18068A).

The only exceptions to the prescribed normal path of advancement apply to Navymen attending schools where the course of instruction is intended to qualify them for a change in rating, for certain ratings in conversion programs which are authorized by the Bureau of Personnel and, in individual cases as authorized by the Chief of Naval Personnel.

Enlisted women may be advanced only to and in the following rates and ratings.

SA, SN-ET, PN, RM, CYN, YN, DM, MA, SK, DK, JO, DS
AA, AN-AT, AC, AG, TD, AK, PH, AZ, AVCM, AFCM
HA, HN-HM
DA, DN-DT

Security Requirements

About half the ratings in the Navy require access to classified information. This means that the ability to obtain a security clearance is necessary for advancement in these ratings. If you are not eligible to receive a security clearance and are scheduled to take an advancement exam in a rating which requires a clearance, the exam will be invalidated.

Here are the ratings which require access to classified information. These include their related service ratings or striker designations: AC, AE, AG, AO, AQ, AT, AX, AZ, CT, DC, DM, DS, ET, FT, GM, IC, IM, JO, LI, MA, MN, MT,

OM, PH, PT, QM, RD, SM, RM, ST, TD, TM, YN, AFCM, AVCM, PICM, and CYN.

The following rates and ratings usually do not require access to classified information:

AA, AN, CP, CN, AB, AD, AK, AM, BM, BR, BT, BU, CE, CM, CS, DK, DT, DA, DN, FA, FN, EA, EM, EN, EO, HM, ML, MM, MR, MU, PC, PM, PN, PR, HA, HN, SA, SN, SD, SF, SH, SK, SW, UT, SPCM, CUCM, EQCM, TA, TN.

If you are an immigrant alien (an individual who has been lawfully admitted to the United States for permanent residence under an immigration visa and who has filed a declaration of intent to become a U.S. citizen), you are eligible to change to any rate or rating for which you are qualified, including those which require access to classified information. You must, however, have received a satisfactory background information check before advancement into classified ratings will be authorized.

If, on the other hand, you are a foreign national (an individual who has not been lawfully admitted to the United States for permanent residence under an immigration visa), you can advance only in the rates or ratings listed above that seldom require access to classified information. This is because you are not eligible under Article 1508 of the *Security Manual for Classified Information* (OPNAV Inst. 5510.1B) to receive a security clearance.

Complete information concerning classified rates and ratings can be found in BuPers Instructions in the 1430.7 and 1440.5 series.

Check Your Service Record

Entries should be made in your service record certifying that you are eligible to participate in the advancement in rating exams. All the items discussed so far—your CO's recommendation, completion of required

Exams While in Travel Status

You can take your advancement exam even if you are on leave or in a travel status on the day the examination is given. Just tell the people who would normally administer the exam where to send the necessary documents, *including the exam*. This can be at any location where there is a regularly constituted examining board authorized to administer the tests.

Arrange your itinerary to be at the place you specify on examination day. If possible, and time permits, it is to your benefit to check in before the exam day so that you are all set to participate. If your documents or exams have not been received, request immediate action to obtain whatever is needed.

If, for some *good* reason, you should not be able to take the examination on the scheduled day, you can put in a request for a substitute examination. The Naval Examining Center, however, usually will not honor requests for substitute examinations which are not received within two weeks of the scheduled examination date.

Annual leave is not considered sufficient justification for a substitute examination.

training courses, practical factors and performance tests—must be entered in your record before you can be considered eligible for participation in next month's or subsequent advancement exams.

If your advancement requires completion of a service school, evidence must be verified by your service record or by an official certificate.

You can well imagine that no end of trouble can be caused if examination time rolled around and the proper entries had not been made in your service record.

It is your responsibility to see that you meet all the required elements for advancement and to see that they are recorded properly. You can do this during the annual verification of records or by making a special visit to the personnel office.

If the proper entries have not been made in your

record, you should contact your division and educational officers and ask them to initiate action to have your record brought up to date.

To be eligible to compete in an advancement in rating examination, you must fulfill all the requirements—except time in service and time in pay grade—at least one month before the examination date.

Time in service and time in pay grade for those who take the examination next month must be completed on or before 16 November. The cutoff date for those who take the exams in February is 16 May.

Time in Grade

The minimum service requirements for advancement in rate or rating as specified in Article C-7204 of the *BuPers Manual* are:

Pay Grade	Service Requirements
E-1 to E-2	No specified time for advancement; may be effected upon completion of recruit training; otherwise four months' naval service.
E-2 to E-3	Six months in pay grade E-2.
E-3 to E-4	Six months in pay grade E-3.
E-4 to E-5	12 months in pay grade E-4.
E-5 to E-6	24 months in pay grade E-5.
E-6 to E-7 (acting)	36 months in pay grade E-6.
E-7 to E-8	48 months in pay grade E-7 and minimum total service of 11 years, eight years of which must be enlisted service. Also must be a CPO, permanent appointment.
E-8 to E-9	24 months in pay grade E-8 and minimum total service of 13 years, ten years of which must be enlisted service.

Computing Service

Your time in service and time in pay grade are both creditable toward your final multiple standing. This is how time is determined:

All your time in service and time in present pay grade are computed to 16 November for the August Navy-wide examinations and to 16 May for the February Navy-wide examinations. For advancement to pay grades E-8 and E-9, time in present pay grade and in service is computed to 16 January of the following year.

Time which you didn't serve between a discharge or release from active duty and subsequent enlistment or reenlistment can't be counted as service in any computation for advancement eligibility, nor can lost time as a result of misconduct.

All service is computed in years and months. Periods of less than one month, when totaled, may be considered on the basis of 30 days being the equivalent of one month. A remainder of 16 days or more will be counted as an additional month for advancement to petty officer grades.

In computing time in service, all active USN or USNR service, whether or not it was continuous, is creditable. In addition, count one-half of any inactive USNR service you may have had while you were a member of a Naval Reserve drilling organization, whether or not it was continuous.

To compute service in pay grade, count all continuous active service (no break in active service for over 90 days) you have performed in your present pay grade.

Count one-half of your inactive service performed in your present or a higher pay grade while you were a member of a Naval Reserve drilling organization, provided your service was continuous.

Personnel who have been reduced in rating for disciplinary reasons, incompetency or have reenlisted under broken service conditions (separated for over 90 days)

Quotas and Qualifications

When a Navyman hears he has been *quotaed*, he often feels he is out of the running. Actually, it is more accurate to say he has been passed but not advanced—at least for the time being.

A *quota*, according to the dictionary, is an assigned portion or share. The enlisted strength of the Navy, as specified by the Department of Defense, calls for a specified number (or quota) of petty officers which corresponds to the Navy's over-all strength.

The Navy seeks to fill the vacancies in its petty officer ranks with its best qualified men. Qualification, in this case, equals the highest final multiple among those who passed the advancement examination.

During the six-month period between advancement examinations, unforeseen vacancies occur in petty officer ranks which must be filled and it is the job of the Chief of Naval Personnel to see that this is done.

In order to advance as many qualified people as fast as possible, those who take the advancement examination are first divided between those who pass and those who don't. Those who failed are immediately out of the running. Those who passed are arranged in numerical order by rating and pay grade with the highest final multiple at the top.

When BuPers announces advancements in its October and April advancement letters, it knows how many people in each rating and pay grade can be advanced. It can also determine, from a man's final multiple standing, in which of the six increments he will be advanced.

The Bureau constantly reviews naval strength statistics to make certain that the number of October and April advancements are sufficient to maintain the authorized ceilings for each rate and pay grade. This review is necessary because unforeseen vacancies almost inevitably occur.

When the Bureau finds more men are needed to maintain the Navy's authorized strength, additional advancements are made by addendum letters.

The Navy still operates on the basis of supply and demand. If you are in a rating in which advancement is slow and goes only to a few who have many years of service to their credit, you would do well to transfer to a rating where the demand for petty officers exceeds the supply.

may not credit former service in present or higher pay grades.

Naval Reserve personnel who have voluntarily accepted a reduction in rate while on active duty for the purpose of enlisting in the regular Navy are required to compete in the Navy-wide examinations for advancement. They may count the time previously served under continuous service conditions in their present or a higher grade for advancement.

Check Your NavPers 624W and 624

About three months before you are scheduled to take your examination, information is transcribed from your service record onto a worksheet (NavPers 624W).

Approximately six weeks before the examination, all the information on the NavPers 624W should be transcribed to your NavPers 624 (Data Card—Recommendation for Advancement or Change in Rating). The data card, in turn, is sent to the Naval Examining Center for processing about one month before the exam.

Although every effort is made to avoid errors, some inevitably are made. Since the information on the worksheet and the data card affects your final multiple, it is important that you check to see that these forms are correct. You will be asked to sign the data card. Do so only if it is correct.

Here is a check list which will help you review your NavPers 624W and 624 by showing you what to look for:

- The name of your command and its proper mailing address should appear on the 624 and 624W.
- Your name (last name; first and middle names) should be the same as it appears in your service record.
- Make sure your service number is correct.
- Check your present rating abbreviation and also make sure the abbreviation of the rating for which you are being examined is correct.
- See that your Enlisted Performance Evaluation Mark is properly entered. This mark should be carried to two decimals (Example: 3.04).
- Check your credit of total active service.
- Check your credit for length of service in pay grade.
- Check your multiple for creditable awards.

To be certain you have no misunderstanding concerning some of the above points, here are some explanations which should give you a better understanding of the check list.

Period of Performance Factor

The following periods are established as the length of time over which enlisted performance in pay grade will be considered in developing the performance factor. Any evaluations made before the specified length of time in a lower pay grade will not be considered:

Examination Pay grade	Period of time to be considered in computing performance factor
E-3 to E-4	6 months
E-4 to E-5	12 months
E-5 to E-6	24 months
E-6 to E-7	36 months
E-7 to E-8	48 months
E-8 to E-9	24 months

Here is an example of how a performance factor is computed: A candidate was advanced from SN to CT3 on 16 Nov 1964 and is eligible to participate in the August 1965 Navy-wide examinations for advancement to CT2. Evaluations were made under the enlisted performance evaluation system on 16 Nov 1964 and 16

May 1965. These evaluations were entered on page 9 of his enlisted service record, from which the following evaluations were extracted:

	11-16-16	5-16-65
Professional Performance	3.0	3.4
Military Behavior	3.0	3.0
Leadership and Supervisory Ability	3.0	3.4
Military Appearance	3.0	3.0
Adaptability	3.2	3.4

Since the performance factor is based upon evaluations made during the period of minimum eligibility for advancement (one year in this case) immediately before the terminal eligibility date for the examining period involved (16 Nov 1965), the two semi-annual evaluations made in the year immediately before 16 Nov 1965 would normally be used.

However, in this case, the marks assigned on 16 Nov 1964 were based on service in pay grade E-3—therefore should not be considered. The evaluations made on 16 May 1965 are the only marks that should be used. They average out 3.24.

The 3.24 is subsequently converted by the Naval Examining Center to a performance factor of 27.20. If an individual has an evaluation average of 4.00, he will have a performance factor of 50.00. As you can see, the

Advancement by Increments

Advancements to E-4 through E-7 are authorized and effective each month in six increments as follows:

February Series Examinations	August Series Examinations	Advancement Increment
16 May	16 November	1st increment
16 June	16 December	2nd increment
16 July	16 January	3rd increment
16 August	16 February	4th increment
16 September	16 March	5th increment
16 October	16 April	6th increment

The six increments are, in effect, six lists which contain the names of those who passed the examination and are authorized to be advanced. Navymen to be advanced are included in the appropriate increment depending on their relative final multiple standing—the highest final multiple in the first increment. The number of advancements authorized in each increment normally vary as advancement planners seek to advance all eligibles as soon as possible within the six list spread.

On the first of April and the first of October, the U. S. Naval Examining Center issues a rating advancement letter which contains advancement authority for all increments. It also contains a listing of those who passed the exam, but were not selected for advancement, and a listing of those who failed.

In order to publish the results of late examination returns and authorization for advancements in addition to those originally planned, addendums to the rating advancement letter are issued on the basis of the following approximate schedule:

25 April/25 October	Addendum 1
15 May/15 November	Addendum 2
1 June/1 December	Addendum 3 (will contain authority for striker designation.)
26 June/26 December	Addendum 4 (Returns of late examinations not included in any of these four addendums will be forwarded by speed letter.)

higher your daily performance is, the higher your semi-annual marks will be and the higher performance is recognized in the performance factor for advancement.

Total Active Service

Check your NavPers 624W to insure you have been credited with the proper amount of total active service. This credit is computed according to the procedures outlined in the BuPers Instruction P1430.7 series.

The entry on your NavPers 624W and 624 is made in years and months and the actual credit you receive toward your multiple for total service should be carried to two decimal points.

For example, if you are taking the August 1965 exams, and you will have completed eight years and three months' (08-03) total active service on the terminal eligibility date (16 Nov 1965), your numerical credit for multiple purposes will be 08:25.

The maximum credit for total active service is 20.00 computed at one point per year for a maximum of 20 years.

Service in Pay Grade

Credit for service in pay grade should also be computed in years and months carried to two decimal points. You receive double credits for service in pay grade and are allowed a maximum of 20 points, which is two points per year for a maximum of 10 years.

As an example of credit for service in pay grade, take the case of the CT3 cited above. He was advanced to CT3 on 16 Nov 1964. On the terminal eligibility date for the August 1965 exams (16 Nov 1965) he will have served exactly one year in pay grade E-4 (01-00). Therefore, he will be credited with the numerical factor of 02.00 for the time served in pay grade on the NavPers 624W and 624.

Credits for time in pay grade are computed in accordance with BuPers Inst. P1430.7 series.

Credit for Awards

All awards you have received that are creditable in figuring your final multiple must be listed and credits specified. Multiple credit for awards, with a maximum of 10.00 allowed is scored as follows:

Award	Multiple	Credit
Medal of Honor		6.00
Navy Cross		5.00
Silver Star Medal		4.00
Distinguished Service Cross (Army)		4.00
Distinguished Flying Cross		4.00
Navy and Marine Corps Medal		3.00
Soldier's Medal (Army)		3.00
Bronze Star Medal		3.00
Air Medal		3.00
Gold Life Saving Medal		3.00
Commendation Medal		3.00
Letter of Commendation		2.00
Without authority to wear ribbon, if addressed personally to the individual from the President, Secretary of Defense, Secretary of the Navy or the Chief of Naval Operations.		
Secretary of the Navy Commendation for achievement	2.00	
Purple Heart (All Services)	2.00	
Good Conduct Medal or Clasp	2.00	
Presidential Unit Citation (only if entitled to wear with star)	1.00	
Navy Unit Commendation	1.00	
Distinguished Unit Badge (Army)	1.00	

In the case of Good Conduct Medals, an award may also be listed if it is anticipated that it will be earned by the terminal eligibility date.

Examination Score

One of the most important factors in being advanced is passing the examination—preferably with a top grade. Passing, as mentioned before, is absolutely necessary if you are to be advanced, regardless of your other multiple factors.

Your examination score is determined by the Naval Examining Center by the number of correct answers you have given. This is called the raw score, which is converted to a standard score which is then added to your final multiple.

Thus, your examination score is combined with the weighted credits for total service, for time in present pay grade, and for performance and awards to form the final multiple.

Each factor has already been described in detail, so let's see how the factors are added to produce the sum which is your final multiple and the number which either puts you over the top or on the passed but not advanced list.

Factor	Maximum Credit
Examination Score	80.00
Performance Factor	50.00
Total Active Service	20.00
Service in Pay Grade	20.00
Awards	10.00
	180.00

Advancement

Advancements to pay grades E-4 through E-9 are subject to ceiling control in all pay grades. Ceilings are determined by the Department of Defense. Whether or not you are advanced after passing the examination depends largely upon the actual and forecast number of vacancies in your rating and pay grade and on the maximum number of additional petty officers the authorized enlisted strength of the Navy can support.

Your final multiple standing determines whether or not you will be advanced, unless you are up for promotion to pay grades E-8 or E-9. Successful candidates for these rates are chosen by a selection board that meets annually.

In determining advancements for any rating, only candidates who participated in and passed the most recent Navy-wide examination for that rate are considered.

There is no limit to the number of administrative advancements of temporary officers who can be advanced to pay grade E-7 in their enlisted status. Administrative advancements made under this provision are not authorized to pay grades E-8 and E-9. Neither is there a limitation to pay grades E-2 and E-3.

Results of Examinations

Individual commands will be notified of the results of examinations for advancement by letter from the Commanding Officer, U. S. Naval Examining Center through pay grade E-7.

Notifications from the Naval Examining Center will also contain authority for change in rating to equal pay grade for personnel who participated for that purpose (with proper authorization) and who passed the examination.

Navy men who fail the examination are given a Profile Card which indicates their relative weak spots. This is intended to help them better prepare for subsequent examinations.

For advancement to chief petty officer, a BuPers

Notice in the 1430 series will also be issued, listing those candidates for pay grade E-7 who passed the examination and had a final multiple score high enough to authorize advancement.

A BuPers Notice in the 1430 series will also be distributed, listing candidates who have been selected for advancement to pay grades E-8 and E-9.

Authority to Advance

When your CO receives authorization from the Naval Examining Center, he may advance eligible personnel within the proper paths of advancement as follows:

Regular Navy and Naval Reserve on active duty—including TARs.

- To pay grades E-4, E-5, E-6 and E-7. (Note: There are separate ceilings for surface and air TARs.)

To pay grades E-8 and E-9 when notified by the Chief of Naval Personnel that advancement is authorized. This notification will be in the form of a letter from the Chief of Naval Personnel and a BuPers Notice in the 1430 series.

Navymen being advanced to pay grades E-5 and E-6 after 1 November 1965 must serve one year from the date of their advancement. Advancements to pay grades E-7, E-8 and E-9 require two years of obligated service.

If a man is separated after receiving authorization for advancement but before the date the advancement becomes effective, he can still be advanced provided he reenlists within 90 days.

Petty Officer Appointment Forms

Commanding officers will present Petty Officer Appointment Forms to enlisted personnel of the Regular Navy and the Naval Reserve upon advancement to petty officer grades.

The "date of rank" will be the effective date of advancement as indicated on the notification.

In the case of personnel advanced to E-7, it will be specified in the form that the advancement is an acting appointment. The Chief of Naval Personnel will issue certificates for changes in status to chief petty officer, permanent appointment, and to pay grades E-8 and E-9 in accordance with the provisions of Article C-7209, *BuPers Manual*.

Switching to Critical Ratings

If you are in a rating in which many pass the advancement examination but in which few are advanced, remember the law of supply and demand is still in effect.

The Navy constantly invites those who are qualified to switch from crowded ratings to critical ratings where advancement is faster. You can find complete details on how to travel from one path of advancement to another by reading BuPers Inst. 1440.27 series (SCORE Program), Bupers Inst. 1133.13 (STAR Program) and BuPers Inst. 1440.18 series (In-Service Training Program).

These references provide for a change to a less crowded rating through formal school and in-service training. In addition, the STAR and SCORE Programs provide for automatic advancement of the top percentage of the candidates on successful completion of formal schooling.

BuPers Inst. 1440.5 series and Article C-7213 of the *BuPers Manual* should be consulted if personnel are not qualified for any of the above programs, as well as for general information on rating changes.

As mentioned before, the best qualified in any rating are advanced within DOD ceilings. If well-qualified men in your rating are super-abundant, you would do well to switch to a rating where the demand for petty officers is high and the number of qualified men to fill the vacancies is low.

Check These References If You Have More Questions on Advancement

If you wish to become an undisputed expert on the subject of advancement in rating or if you just want to look up a point or two, here is a list of references which pertain to the advancement of enlisted Navymen:

Bureau of Naval Personnel Manual, 1959.

BuPers Inst. 1430.7 series—Subj: Advancement in Rating of Enlisted Personnel on Active Duty.

BuPers Inst. 1430.1 series—Subj: Advancement and Changes in Rate and Rating of Enlisted Personnel, U. S. Naval Reserve Not on Active Duty.

Manual of Qualifications for Advancement in Rating (NavPers 18068A).

Manual of E-8/E-9 Qualifications for Advancement in Rating (NavPers 18068A-1).

Training Publications for Advancement in Rating (NavPers 10052—current edition).

Listing of Training Manuals and Correspondence Courses (NavPers

10061—current edition).

BuPers Inst. 1440.5 series—Subj: Changes in rate and rating.

BuPers Inst. 1133.13 series—Subj: Selective Training and Retention (STAR) Program (provides for automatic advancement to pay grades E-4 or E-5).

BuPers Inst. 1440.27 series—Subj: Selective Conversion and Retention (SCORE) Program provides for automatic advancement to pay grades E-4 and E-5).

BuPers Inst. 1430.14 series—Subj: Automatic Advancements to Pay Grade E-4 for Certain Class A School Graduates.

When Applicable:

BuPers Notice 1418 (semi-annual) announcing scheduled dates of examinations for Navy-wide examinations in rating and, if applicable, modifications of normal administrative procedures.

BuPers Notice 1430 announcing names of personnel selected for advancement to pay grades E-7, E-8, E-9 and other selection board re-

sults on rate or rating conversion.

BuPers Notices/Instructions 1440 series announcing changes to rating structure/revisions to qualifications, etc.

CO Naval Examining Center, Great Lakes, Ill., rating advancement letters. These letters provide commanding officers with results of the Navy-wide examinations and authority for advancement or change in rating of eligible personnel, pay grades E-4 through E-7.

CO Naval Examining Center, Great Lakes, Ill., discrepancy data card. This card is forwarded to applicable commands requesting additional data be provided and/or corrected in cases of candidates for advancement or change in rating.

BuPers Inst. 1120.18 series—Subj: Procurement from in-service for appointment to Officer and Warrant Officer status in the U. S. Navy under the Integration, Warrant Officer, and Limited Duty Officer Programs; Information concerning.



FOUR STAR FORUM



Suppose You Were CNO for Sixty Minutes

Sea Duty for Officers

This is in response to your appeal for ideas for "Four-Star Forum."

I would institute a regulation requiring all officers who are specialists or in the staff corps (and who spend almost their entire careers ashore) to obtain a certain amount of experience afloat with the Fleet before they are promoted.

This duty could be on a TAD basis or permanent short-time basis between regular shore assignments.

It appears evident that a large segment of the officer corps, being continually assigned ashore, has little concept of the problems and conditions of life at sea.

As the trend toward specialization continues, it is likely that an ever-increasing percentage of officers will have even less inclination or opportunity to experience sea duty.

As commanding officer of a ship, I would welcome assignment of experienced specialists in the fields of engineering, law, communications, supply, etc., as technical advisers—even for a period of one month.

I believe that such assignments would heal the breach between sea and shore elements, promote greater understanding of mutual problems and, most significantly, improve the operational capability of our ships.

After all, there's nothing in the Navy more important than its basic mission—sea duty.

T. E. Jackson, CDR, USN
Commanding Officer
USS Wedderburn (DD 684)

Setting a High Standard

As a positive approach to enhance morale, increase enlistments and reenlistments, and insure the procure-

ment and retention of high caliber personnel, I would implement the following policies if I were CNO for 60 minutes.

Let us say to a man: "If you meet our high standards, we will permit you to enlist in the Navy for four or six years." Let us not say: "Please enlist in the Navy for two or three years to see if you like us, and we promise you your choice of rating, school and duty station."

Let us not say to a man: "You are better than your fellow petty officer; we will pay you proficiency pay." Let us say: "You are an excellent petty officer; we will advance you in rating."

Let us not say to a man: "You are better than your fellow E-7s; we will advance you to E-8 or E-9." Let us say: "You are an outstanding (or superior) E-7; we will appoint you to WO or LDO."

Let us not say to E-1s through E-4s: "You are in the Navy and all rights and privileges are yours." Let us say: "As you attain higher rates, you will earn additional privileges."

Above all, at the onset of each enlistment, let us say to a man: "These are *Navy Regulations*—any serious infractions will bring immediate discharge." Let us not say by our actions: "These are *Navy Regulations*; we will continue to tolerate infractions to the extent that our brigs and disciplinary barracks are kept filled at taxpayers' expense."

W. J. Huttig, CWO, USN
NAS, Memphis, Tenn.

Steward Administrators

It is with great pride and personal interest that I take this opportunity to express my ideas for improving the Stewards' position in the U.S. Navy.

Implement Stewards as Warrant Officers, Division Officers in their field, as follows:

W-1 Supervisor of Officers' Messes Ashore and Afloat

W-2 Caterer of Officers' Messes Ashore and Afloat

W-3 Caterer and Treasurer, Officers' Messes (Closed) Ashore and Afloat

W-4 Caterer and Treasurer, Offi-

DISTINGUISHED GROUP—Several former Chiefs of Naval Operations and high officials gathered with Admiral David L. McDonald, Chief of Naval Operations, to observe the 50th anniversary of the office of CNO.

Photographed with the recently authorized CNO personal flag are (left to right) Admiral Robert B. Carney, who served as CNO from 1953 to 1955; Secretary of the Navy Paul H. Nitze; Admiral McDonald; Admiral Arthur W. Radford, former chairman of the Joint Chiefs of Staff; Admiral Louis E. Denfeld, CNO from 1947-1949; Dr. Thomas W. McKnew, who proposed the initial flag design; Admiral William M. Fechteler, CNO from 1951 to 1953; Admiral Harold R. Stark, who held that office from 1939 to 1942; and Admiral Arleigh A. Burke, CNO from 1955 to 1961.

Fifteen admirals and two Fleet admirals have served as Chief of Naval Operations since 1915. Two former CNOs, unable to attend the ceremony because of the distance from Washington, were Admiral George W. Anderson, who is now Ambassador to Portugal, and Fleet Admiral Chester W. Nimitz, whose home is in California.—(Photo by R. S. Oakes.)



cers' Messes (Closed) Ashore and Afloat.

Remove the Steward rating from the Supply Department (with some exceptions) and place it under Administration afloat and ashore, as follows:

Ashore—Administration Department BOQ

Afloat—Steward Department X-1 Division

In some cases the steward rating should remain a part of Supply due to functions.

BuPers Instruction 1120.18J states that Stewards may advance to Supply Clerk; however, when they are recommended, they are the last to be considered for such billets because the selection board feels that they are not as well qualified. Recommended Stewards would be fully qualified to become Warrant Mess Caterers of BOQs, wardroom messes on carriers, etc.

Provisions for advancement of Stewards to warrant status as mess caterers would give the Navy men with the desired know-how of experienced mess managers and caterers. At present, the senior enlisted Stewards, many of whom have the knowledge and ability, are blocked by not having a broader goal in the Stewards' field of advancement in the Navy.

Navywide, these messes ashore and afloat implementing this suggestion would save manpower and hours of Supply and Line officers who at present are serving throughout the Navy as BOQ officers and mess caterers. These young officers would be able to devote their full duties to jobs relating to their designators if the above steps were to be initiated. The Navy would take a great step forward in the field of equal opportunity for the Steward rating.

B. T. Blue, SDCS, USN
BuPers

Communications Overseas

In reply to your article on "Four-Star Forum," I would like to submit these suggestions. If ever I should be CNO, even for just 60 minutes, I would:

Issue orders and make provisions for Navy personnel to learn as much as possible of the language, customs and traditions of a foreign country before reporting there for duty. The longer an individual stays on an assignment, the more he should know and be concerned with these very



important factors. This would give the naval service a much better standing among the peoples of the world and, in consequence, a better name for our country.

Set a higher standard for the intellectual capacity of an individual before admitting him to the service. This standard should be high enough to make sure "below-average" persons will not qualify for any length of "hitch" in the service. This step would help make a man proud to be called a sailor. For the same reason cadets of the various military academies (West Point, Naval Academy, Air Force Academy and Coast Guard Academy) are proud to let the whole world know that they are cadets, because they know that not "everybody" can be like them.

Benny M. Javier, MM3, USN
USS Tutuila (ARG 4)

Opening Up the Rates

If I were CNO, I believe I would do something about the opening up of the non-critical rates that make up the backbone of today's Navy. I refer to the unsung heroes of time and effort, Joe Common, such as BMs, SDs, BTs and HMs.

I think that this could be handled by a mandatory out on 20 for E-6 and under, and only allowing E-7 to stay longer if they are in a critical area or job and/or if they are to be promoted to E-8 from their last exam.

My reason for doing this is that these rates are top-heavy and there isn't anything more disheartening to a career sailor in these rates than to watch men in other rates make rate from E-2 to E-6 in the amount of time it takes them to be quota'd six or eight times for E-5. It not only is disheartening, but it is causing a lot of career sailors to quit at 10 and 12 years' service. I don't believe the Navy can really afford to lose the benefit of these well trained petty officers.

J. B. Nix, HM3, USN
NS Treasure Island, Calif.

Steady As You Go

I like the Navy as it is; don't change a thing.

John R. Kocher, YN2, USN
USS Fulton (AS 11)

This Is Your Opportunity

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is the first installment. Keep your ideas coming.

LETTERS TO THE EDITOR

Vietnam or Shore Duty

SIR: When the Navy sent out a request for volunteers for Vietnam, we responded. This was in April, after we had previously extended two years for stateside shore duty.

We would like to go to Vietnam because we joined the Navy to serve our country to our greatest capability.

Since we are scheduled for rotation in September, we would like to know what our comparative chances are—Vietnam or stateside shore duty.—D. C. W. ABH3, USN and I. J. D., ABH3, USN.

• *The response to Alnav 15, requesting volunteers for duty in Vietnam was overwhelming. Since the number of volunteers far exceeded the present need for Navymen in Vietnam, we suggest that, unless there is a change in the Vietnam situation, you plan on normal rotation placing you on shore duty when it comes due.*—Ed.

Keep It Complete, Accurate, Lucid

SIR: As Navigator aboard a tank landing ship, I would like to know the correct wording of the midwatch entry that describes the location of a ship when she is moored next to another ship which is moored to a pier.

To illustrate, here are some entries from our log:

00-04. Moored port side to uss *Nye County* (LST 1067) with standard mooring lines doubled in a nest of two tank landing ships. *Nye County* moored port side to pier 57E, U. S. Naval Amphibious Base, Little Creek, Va. Etc. . . .

00-04. Moored port side to uss *Nye County* (LST 1067) with standard mooring lines doubled. *Nye County* moored port side to pier 57E, U. S. Naval Amphibious Base, Little Creek, Va. Etc. . . .

00-04. Moored port side to uss *Nye County* (LST 1067) at pier 57E, U. S. Naval Amphibious Base, Little Creek, Va., with standard mooring lines doubled. Etc. . . .

Which of these is correct? Also, are ships, when moored together at a pier, considered a nest?—J. A. D., LTJG, USN.

• *To answer your last question first, yes. When one or more ships are moored alongside another ship that is moored to a pier, they are a nest.*

As to a standard wording in a log, there is none. All entries will be acceptable if they are complete, accurate, clear and legible and in standard naval phraseology. In other words, the idea

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.

is merely to get the point across.

When you identify your ship's location, make sure you indicate the specific berth area, the geographical location and the identity and mooring position of all ships in the nest. How this will be worded is up to officer on watch.—Ed.

Navy Hymn Needs No Help

SIR: About the theme song of the television show "Navy Log" of a few years back—how did this become the Navy Hymn?—J. F.

• *It didn't. The Navy Hymn became the theme song of "Navy Log," since the hymn antedated radio and television by a good many years. Here's the story:*

The original words were written by a schoolmaster and Church of England clergyman, Reverend William Whiting. In his earlier years, Reverend Whiting had been rather shaken by a Mediterranean storm, and his experiences inspired him to write, in 1860, "Eternal Father, Strong to Save."

In the following year, the words were put to music by another English clergyman, Reverend John B. Dykes. He was, we presume, quite impressed with the hymn, and adapted the words to a tune he originally had written as "Melita" (the ancient name for the Mediterranean island of Malta).

Reverend Dykes, as you may recall, is credited with several other well-

AFE Medal List Not Issued

SIR: What is the current status of the listing of ships eligible for award of the Armed Forces Expeditionary Medal for service in the Cuban crisis?—H. A. G., YN3, USN

• *Sorry, the list of ships and units eligible for the AFE medal has not yet been published. When it is, it will be given wide dissemination throughout the Navy.*—Ed.

known hymns, including "Holy, Holy, Holy" and "Lead, Kindly Light," to name but two.

In 1879 at the U. S. Naval Academy, Lieutenant Commander Charles J. Train, who was in charge of the Midshipmen's Choir, inaugurated the practice of concluding each Sunday's Divine Service with a choral arrangement of this hymn. It continues today.

Through the years, the song became known as the Navy Hymn, not only in the U. S. Navy, but the British Commonwealth Navies and, more recently, the French Navy.

The words in some verses were changed as certain aspects of our culture progressed—especially transportation. From another hymn ("Lord, Guard and Guide the Men Who Fly"), another verse was added and became what is known as the Naval Aviation version. It is this version and the original first verse which the Naval Aviation Cadet Choir sang on the sound track of the "Navy Log" television films.—Ed.

Armed Forces Expeditionary Medal

SIR: In 1960 I served aboard uss Frank Knox (DDR 742) which became eligible for the Armed Forces Expeditionary Medal. I didn't know this until almost four years later, when I found out about it from an ALL HANDS article. It was at that time that I first learned my old ship was eligible for the medal.

Who goofed? I may have, but I don't think so. As I see it, it's the responsibility of the ship's office to keep me up to date. I depended on them, and they didn't deliver.—T. W., ST1, USN.

• *We suspect this is one more instance in which the ship's office is unjustly accused.*

In the first place, though your service occurred in 1960, during the Quemoy and Matsu Islands expedition, the list of awards (which included Frank Knox) was not published until June 1964. You saw the announcement in the July issue, probably less than two weeks after the Frank Knox Navymen got the word.

Take a look at the situation. You had left Frank Knox at the end of 1960 for shore duty; some three and one-half years before the awards list was published. By 1964 there were probably few, if any, men left on board who were attached to the ship in March and April 1960.

We're aware of course that Frank Knox, like most commands, keeps a dead card file on men who have been transferred, but it doesn't keep the list

forever. Even if the ship's office did know your assignment following Frank Knox, it wouldn't know where you are at the present. From the return address on your letter we see you have since been transferred again, perhaps more than once. It would be quite a job for the Knox personnel office to track down everyone who was eligible for the award. Furthermore, we can't see why they should be under any obligation to do so.

It would be equally difficult for your personnelman at your present station to go through all the service records and check them against the list of ships eligible for the award.

If we read BuPers Notice 1650 of 9 Jun 1964 correctly, a ship is required to procure the ribbons only for those men who rate them and are still on board. Men who have been transferred are on their own.

It's not as though you were forced to keep track of many obscure and incomprehensible instructions and notices. You were on Frank Knox, you know where she had been, and you think you are eligible for the medal. The awards list is given wide publicity when published. You saw your ship listed in ALL HANDS so you must have been looking for it.

All you have to do is go to your personnel office and tell them you think you are eligible; they'll take care of the rest. They're a competent group and eager to help you.—Ed.



MOUNT ETNA, home of legendary Cyclops, makes an icy background for plane attached to Patrol Squadron 11. Plane is symbolically called Pegasus.

You Earn Two; You Get Two

SIR: As a graduate of radioman "B" school and the teletype school, I had hoped to receive two job code numbers: RM-2342 (teletype repair) and RM-2356 (electronic communications operator and repairman).

According to our chief yeoman, however, I cannot have two job code numbers in the repair field. He explained that I could have the 2342 which takes precedence over the 2356, but I couldn't have both.

I later talked it over with the other

radiomen in our Comm Shack. We came up with the general opinion that there was nothing wrong with having a 2356 and a 2342, and that the yeoman may be misinterpreting the instruction.

So what do you say? Can I hold these two job code numbers even though both are in the repair field?—G. L. M., RM2, USN.

• *On the basis of information you have supplied us, you can have both. But before we go any further, we'd like to get one point clear. We looked in the "Navy Enlisted Classification Manual"*

Amphibious Operations—Weather or Not

SIR: Your article, "Forecasting the Weather Down Through the Years," in the March 1965 issue of ALL HANDS contained a paragraph concerning amphibious operations under the heading "Navy Weather to the Fleet." The statements made in this paragraph are somewhat misleading; in fact, the statement that "atmospheric conditions such as fog could stop the entire action" is not true in light of present day technological and operational advancements.

Fog is actually a desirable atmospheric condition during an amphibious assault because it provides excellent concealment of landing craft from the enemy. The amphibious task force is equipped with navigational aids which insure accurate vectoring of landing craft to the beach during periods of restricted visibility.

Cloud cover might restrict or prevent air cover; however, naval gunfire support from cruisers, destroyers and rocket-firing ships (LSMR) has the capability of neutralizing shore defenses before the actual landing of forces.

The Navy-Marine Corps team concept of amphibious operations is one

of capability, flexibility and versatility. If weather and surf conditions in the amphibious objective area are "good," Marines and their heavy equipment would be projected ashore in the traditional and proven manner, using all sizes of landing craft, from the small LCVP to the large LCU, as well as assault by vertical envelopment.

If "unfavorable" weather is encountered, the large landing craft would be used along with the vertical envelopment team. Finally, if weather, sea and surf conditions are "adverse" enough to prohibit the use of amphibious landing craft at a preselected H-hour, the Marines would be projected ashore entirely by vertical envelopment and followed up later with supporting heavy equipment.

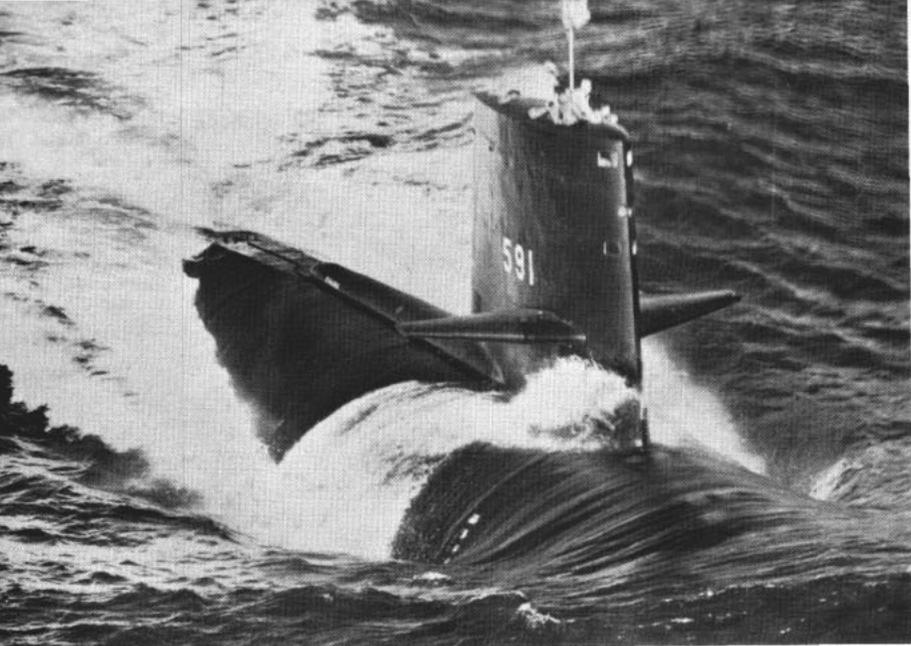
Before and during an actual amphibious assault, the amphibious task force commander has the flexibility of choosing *when, where and how* the assault will take place. He can preselect a period of favorable weather that will always insure a successful amphibious operation. The amphibious task force has the capability and flexibility to take advantage of the weather and insure a successful Navy-Marine

Corps team amphibious assault.

The task force meteorologist must continually advise the commander of all the many environmental factors which might affect the operation. In many instances, he is not only asked for routine weather/oceanographic advice, but also for his personal recommendation as relating to the decision-making process of the commander. The meteorologist must have a thorough understanding of the concept of amphibious operations, as well as familiarity with the capability of each unit in the force.

The general impression that a successful amphibious operation requires "good" weather and oceanographic conditions is not valid today. Our country must continue to rely on sea-power and the proven Navy-Marine Corps team concept of amphibious assault.—CAPT M. Kelly, USN, Chief of Staff, COMPHIBLANT.

• *Thank you for your correction and amplification of the role of the amphibious forces. As frequently stated in the past, ALL HANDS and its readers depend to a large extent upon comments by authorities to keep us up to date. And on our toes.—Ed.*



NEW PENNANT—USS Shark (SSN 591) flies Navy Unit Commendation pennant, one of three awards given to submarine and crew for ASW performance.

(NavPers 1510H) and couldn't find the RM-2356. We did, however, find the code to which you refer. It isn't 2356, but 2346 (electronic communication equipment operator/repairman).

If you meet the qualifications, ask your command to submit a request as stated in the Manual. They'll know what to do. (Incidentally, RM "B" school is not a requirement for this code.)

It's possible to hold two codes in the repair field. However, some codes are related, and if you hold one you cannot hold the other. Check the Code Relationship Index of the NEC Manual for more on this.

If you are recommended for RM-2342 and this recommendation is approved, you would be coded RM-2342/RM-2346, since RM-2342 is accorded a

higher priority. Both NECs, however, are considered when you come up for your next assignment.—Ed.

Ordnance Disposal

SIR: This is in reference to a photograph you printed in the April 1965 issue on page 26, which shows, supposedly, an aviation ordnanceman opening a WW II Japanese grenade for inspection after it was found on a vacant lot.

We noted this photograph with interest, since it is our mission here at the Naval Explosive Ordnance Disposal School to train men from all services in the techniques for safely disarming and disposing of all types of ordnance.

In the interest of safety and veracity, please note that the procedure illustrated in this photograph is not recommended.

It presents great danger to the man concerned, and could be potentially dangerous for other personnel who assume the illustrated procedure to be correct and authorized.

When an ordnance item is found it should be taken to a safe disposal area—by ordnance experts trained for this job. If there is a need to disassemble it, this should be accomplished by a remote method only.

Ordnance items should never be stripped for souvenir purposes, because this is dangerous and involves needless risk. They are sometimes disassembled for intelligence or other official purposes, however, but as stated, this should be accomplished only by remote methods. The item in your photograph, incidentally, has no intelligence value.

Furthermore, the "flack jumper" and face shield worn by the ordnanceman provides little or no protection to his arms in the event of a detonation. The face shield may be good for morale purposes, but its value ends there.

The photo shows this ordnanceman twisting a component with pliers. Friction created by turning threaded components imbedded in explosives could be dangerous. Age and climatic conditions to which the grenade has probably been subjected are additional factors worthy of consideration. Hazardous conditions exist when an impinged striker in a primer is disturbed by any movement.

These comments are submitted for information purposes only.—J. C. Peeler, CDR, usn, CO U. S. Naval School, Explosive Ordnance Disposal.

• Thank you for taking the time to write on this matter, Commander. It appears the photo caption should have read "how NOT to inspect a grenade."

We do not know whether the job was actually accomplished as shown in the photo. If it were, we conclude—based

FORRESTAL CLASS carrier USS John F. Kennedy (CVA 67) is under construction, scheduled for completion in 1968.





POWERFUL FAMILY—Task Group 76.5 was photographed recently while on 7th Fleet operations in South China Sea.

on your very reasonable-sounding comments—that there's an extremely fortunate A01 in the Navy today.

From our experience, however, we would lay odds that the photo was posed in this dramatic manner by someone with an expired poet's license and that, hopefully, it constitutes a false reenactment of the job as it was actually performed.

But we still are happy to print your information in the event someone might decide to imitate the procedure shown.—Ed.

Study Under Controlled Conditions

SIR: In February 1965, ALL HANDS said "correspondence courses cannot and are not intended to be given under controlled conditions." I would like to know if this statement is contained in any official instruction or notice.

Here's the situation: A man on board our ship was ordered to complete a correspondence course and submit his lessons at specified times. If he refuses, his division officer intends to restrict him to the ship.

An order of this nature sounds like "controlled conditions" to us. In light of your statement, is the order legitimate?—A. D. S., PN3, USN.

• *It's legal. You (and your friend) misinterpreted the phrase "controlled conditions."*

The "controlled conditions" mentioned in ALL HANDS refer to aspects such as are found in competitive examinations (monitoring, working against the clock, closed book and so forth). It does not refer to the authority of a command to prescribe training for the members of its crew.

Article 0710, "Navy Regulations," imposes upon each commanding officer the responsibility for training and educating the men under his command. The Chief of Naval Personnel does not restrict the authority of the commanding officer (the division officer is the CO's representative in this case) to establish

such lawful regulations as he sees fit to meet this responsibility.

In other words, it is entirely legal for the division officer to require his men to complete correspondence courses.

Incidentally, you made reference to restriction by the man's division officer. Restriction can only be imposed by the CO. The correct term is extra instruction. The results are very similar.—Ed.

Advancement of Waves

SIR: I have heard some Navymen declare that advancement in the Navy is faster for Waves because they are women. I have also heard some Waves assert that to put a "W" on the answer card means curtains for them as far as advancement opportunities are concerned.

Are Waves lucky to be women when exam time rolls around? The men say yes and the women say no, so which is it?—A. T. K., YN1, USN (Wave!).

• *The Exam Center's computers, being of the neuter gender, do not concern themselves with the sex of individuals whose cards are being scored. No*

preferential treatment is afforded either males or females. The final multiple is what counts.—Ed.

Now You Know Where You Were

SIR: In 1945 I was assigned, on a temporary basis, to Submarine Division 73 at Key West, Fla. My discharge indicates that I was assigned to the R-11 (SS 88) but that vessel was supposed to be non-existent except for pay purposes.

The only sub I was aboard during this assignment was *Catfish* (SS 339). A friend of mine has a book which, he says, indicates *Catfish* never left the Pacific during this period.

I am positive that *Catfish* was assigned to Key West for at least several months in 1945. Would you help me to clear up this matter?—J. H. S.

• *Although we're in the dark as to why your discharge should indicate you were assigned to the submarine R-11 when you were actually in Catfish, we did find that, contrary to your supposition, R-11 really existed. She was commissioned on 5 Sep 1919 and was one of 27 submarines having numbers prefixed by the letter R instead of names. The ship never saw enemy action but spent much of her time on training operations and patrol.*

Although R-11 was built on the East Coast, most of her life was spent in the Pacific. She made several round trips between California and Hawaii, returning for the last time to San Diego in December 1930. From there, she departed for a final trip to the East Coast.

Except for an overhaul period, the vessel was used for training purposes throughout the remainder of her service in the Navy. In March 1946 she was sold.

As to *Catfish*, your friend was wrong about her not being in Key West in 1945. She did, in fact, operate between Port Everglades and Key West from 4 May 1945 to 30 May 1945 when she left Key West en route to the Canal Zone and the Pacific area for deployment.—Ed.

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, D. C. 20370 four months in advance.

• *uss Joseph T. Dickman (APA 13)*—A reunion will be held at the Traymore Hotel, Atlantic City, N. J., on 31 July. For more information, write to Philip V. LaBriola, 1100 Hunters' Lane, Oreland, Pa. 19075.

• *82nd Seabees, 519 CBMU*—The 19th reunion is scheduled for 17-18 September at the Adolphus Hotel, Dallas, Texas. For details, write to James Greenwood, RR 1, Box 226, Forked River, N. J. 08731.

LETTERS TO THE EDITOR (Cont.)

Indisputably, an Experience

SIR: AS ALL HANDS has stated many times in the past, the only way to determine if your ship has set a record is to run your claim up the flagpole. So here goes:

When I was stationed on board *uss Current* (ARS 22) in the Pacific in 1962, we once deployed with five water barges in tow striking a course for Pusan, Korea. We were at sea for 36 days en route (how's that for longest time at sea for a ship our size?). We replenished at sea three times on the trip (a most in our category?), and some say that we trailed the longest tow in history for a ship our size (correct?).

Regardless, it was an unforgettable experience!—R. R. G., EN3, USN.

• *Sounds like an (at-)sea story to us. You must have had quite a (water) drinking crew to require five barges (right?). We will confirm portions of your story (here goes): There is such a*

ship as USS Current (ARS 22), there is a Pacific Ocean, there is a Pusan, Korea, and we've heard of water barges (any arguments?). Anyone have anything to add?—Ed.

Is Arizona in Commission?

SIR: Perhaps you could help end a debate which has arisen recently aboard ship.

We have a man on board whose brother went down with *uss Arizona* (BB 39) at Pearl Harbor. This man insists she is out of commission.

On the other hand, I believe it is still in commission. For one thing, they raise and lower the ensign each day at the *Arizona* memorial. Who's right?—P. E. M., RD3, USN.

• *We would like to come through with a hard and fast, yes or no answer. Arizona usually receives passing honors, and an ensign flies over the memorial. On the other hand, though*

ships are not formally decommissioned when sunk, they are stricken from the Navy lists and considered out of commission.

Perhaps it might help to quote Admiral Arthur Radford, then Commander in Chief of the U. S. Pacific Fleet, when he said in an act of remembrance on 7 Mar 1950: "From this day on, *uss Arizona* will again fly our country's flag just as proudly as she did on the morning of 7 Dec 1941. I am sure *Arizona's* crew will know and appreciate what we are doing."

As you know, the half-submerged hulk of *Arizona* now lies at Pearl Harbor with its flag at half mast as a permanent memorial. Each day the flag is raised and lowered as are the colors of any active ship of the fleet.

She might be considered in "commemorative" commission. Ships voluntarily pay her honors.

Sorry we can't be specific.—Ed.

INSPECTIONS at Naval Photographic Center usually go smoothly, unless one forgets proper military bearing. Inspecting officer Captain Martin P. McNair gives instruction in inspection etiquette to Danny Sorensen, age 4.



THE INSPECTING officer looks at each sailor individually, commending those whose uniforms stand out. Lorna Sorensen, age 5, gets a "Well Done" from Captain McNair. The junior sailors belong to Thomas Sorensen, PH2.



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More on Ships' Names

SIR: Your account of some Navy firsts in ships' names was most interesting. With relation to *The Sullivans* (DD 537) being the first U. S. Navy ship to be given a plural name, you are technically correct since the name is pluralized.

The Sullivans, however, is not the first ship to be named after more than one person. *uss John Rodgers* (DD 574) was named for three distinguished naval officers of the same first and family name, a commodore, rear admiral and a commander. Others also were named for more than one person but *uss Nicholson* (DD 442) equals *The Sullivans* in number, having been named for five Navymen: Captains Samuel, John and James Nicholson; Commodore William and RADM J. W. A. Nicholson.

On the general subject of firsts in ships' names, I believe the destroyer tender *Hamul* (AD 20) may have been possibly not only the first but the only ship to have a misspelled name.

Hamul was originally a stores ship (AK), which are named for counties in the U. S. and for astronomical bodies. Somewhere along the line, the star named *Hamal* (alpha Aretis) became *Hamul* and AD 20 acquired and kept the only misspelled ship name in the U. S. Navy.—W. V. Combs, RADM, USN.

• Thank you, Sir, for the interesting sidelight on *Hamul*. We note that you have conditioned your remarks by adding "possibly" to those two magic words: First and Only. ALL HANDS has learned, by hard experience, that this is the wisest move. Samples of other magic words are: most, least, biggest, smallest—in fact, any word that

smacks of the unique or the superlative.

These are fighting words for our indefatigable friends of the Naval History Division. They just can't let a challenge of this nature go by.

For example, they point out that all the ships named *Bonita* have been named for a species of fish allied to the mackerel. The proper spelling is believed to be "Bonito." The check list of names of fish compiled by the Department of Commerce, Bureau of Fisheries, also gives "Bonito" as the correct spelling. Both spellings are given in the dictionary, however, and if you want to push the matter further, the "Encyclopedia Britannica" lists in the index *bonita* (fish), but refers to *Bonito*, under which name a description of the fish is given.

Another commonly misspelled ship's name is that of *Merrimack*, the screw steamer that became *css Virginia*. *Merrimack* has been spelled with the "k" omitted on numerous occasions, but the correct spelling is with the "k." The name *Merrimack* was assigned on 23 Sep 1854 in a letter signed by Kent Ball. On 31 Aug 1937, the Secretary of the Navy reaffirmed the spelling of *Merrimack* with a "k." There is also *uss Du Pont* (DD 941). She was originally assigned as one word spelled "Dupont" on 3 Apr 1956. The name was later corrected by SecNav Notice 5030 of 16 Aug 1956 to two words.

In that same article on ship's names, there was a claim the *uss Osmond Ingram* (DD 225) was the first U. S. Navy ship to be named for an enlisted man.

ALL HANDS stands corrected. As of the moment we are nominating *uss Ellis* (DD 154) as one of the earliest.

According to Vol. II of the "Dictionary of American Naval Fighting Ships" George H. Ellis was a chief yeoman killed in 1898 while serving in Brooklyn during the battle of Santiago, and DD 154 was named in his honor. Also as of the moment, we can't swear to the preceding 153 DDS.—Ed.

Final Duty Station

SIR: Your recent article on the Fleet Reserve was quite informative and interesting. However, I face a situation for which I don't know the answer.

I will be eligible for transfer to the Fleet Reserve in July 1967 with 19 years and six months of day for day service. But my shore duty tour completion date is in January 1967.

If I submit request for transfer to the Fleet Reserve one year in advance (July 1966) and it is approved, should I expect to be rotated back to sea duty? Or would I finish my 20 here at my present duty station?—J. E. B., HMC, USN.

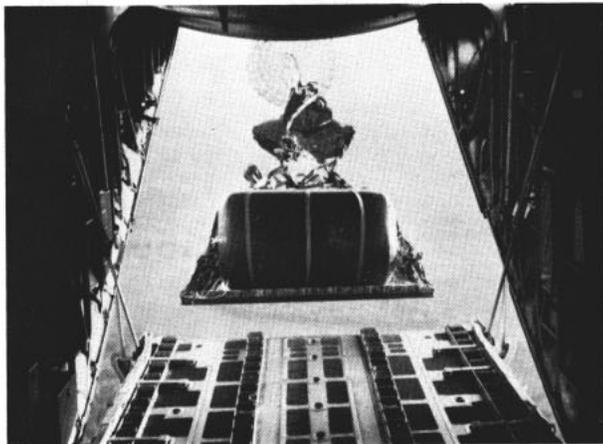
• No need to pack your seabag, Chief. You will remain at your present duty station. Current BuPers policy allows certain personnel who become eligible for transfer to the Fleet Reserve to remain at their present duty station. This applies only to those who will transfer to the Fleet Reserve with 19 years and six months and whose transfer is scheduled within six months or less after their tour completion date.

Before this policy was in effect, however, you could only transfer at the time of your TCD or after you had served one year at your next duty station.

For those who may have requested transfer to the Fleet Reserve before this policy was in effect, the old ruling still applies. This change in policy is not retroactive.—Ed.

SERVICESCOPE

Brief news items about other branches of the armed services.



FOUR FUEL cells containing 500 gallons each are dropped from C-130 cargo plane to ground forces during exercise. Seven-ton drop is made with pallet and heavy parachute.

THE WORLD'S LARGEST balloon completed its flight recently when the Air Force recovered 450 pounds of instruments which the balloon had lifted over the western United States. The 13.5-million cubic foot balloon took its payload up to a record 142,000 feet.

Beginning near Chico, Calif., the 26-hour flight was launched by the Air Force Cambridge Research Laboratories. The payload consisted of instruments designed to measure temperature, density and atmospheric pressure at high altitudes. Telemetry equipment radioed the information back to the ground, and a command receiver was used for flight control. At the end of the flight, the payload parachuted back to earth and was recovered near Logandale, Nev.

At launch, the polyethylene balloon was 450 feet long with its payload of instruments attached to a 100-foot parachute train. It took the balloon nearly four and one-half hours to reach its ceiling of some 27 miles.

As it approached its maximum altitude, the balloon became pumpkin-shaped. The decreased atmospheric pressure caused the volume of helium to expand 431



M-48 ARMY TANK and jeep sit on mockup of cargo compartment during tests of load capacities of new airplane.

times; the balloon's diameter became 330 feet while its height shrank to 270 feet.

The flight was part of a research program to design and develop balloon platforms capable of carrying instrument payloads of 400 to 1000 pounds to altitudes above 100,000 feet.

★ ★ ★

ARMY NONCOMS will be wearing different insignia and answering to new titles beginning 1 September of this year.

Sergeants major, who are the highest noncommissioned officers in the Army, will wear a wreath around the star in the present E-9 insignia.

Men in grade E-3 will answer to the title of lance corporal instead of private first class as is now the case. The PFC chevron and title will be authorized for grade E-2—the first step up the promotion ladder.

In the E-9 grade, Army men such as operations sergeants or administrative and maintenance personnel will have the new title of chief master sergeant. Their insignia, however, will not change. The title or insignia of grade E-8 (first sergeant and master sergeant) will not be changed.

Only one insignia will be authorized for each of the grades E-7, E-6 and E-5 and the titles used will be sergeant first class, staff sergeant and sergeant, respectively. Under the old system, it was possible for two men of the same grade to have differing insignia.

After 1 Sep 1965, the only Army personnel not authorized to wear grade insignia will be privates. The specialist grades E-8 and E-9 will be eliminated since no positions have ever been authorized.

★ ★ ★

A HIGH VACUUM test chamber that will simulate space environment and altitudes up to 990,000 feet is being constructed for the Air Force. The chamber will be used to test space equipment in simulated conditions heretofore not available in a comparable ground test facility of this size.

It will give the Air Force greater assurance that equipment launched into space will operate effectively.

Experimental space equipment up to 17 feet in diameter can be lowered into the work area of the chamber by removing the five-ton lid. Scientists will be able to observe and photograph reactions to the tests through six viewing ports.

The chamber has a temperature capability of minus 320 degrees F, which compares with space temperatures.

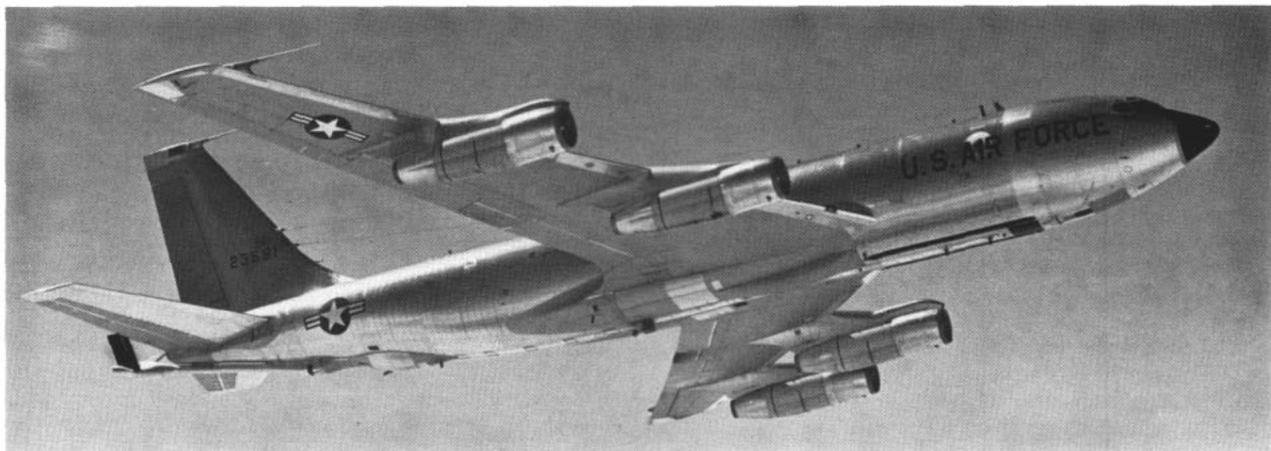
★ ★ ★

A NEW HEAVY equipment transporter (HET) is being devised by the U. S. Army and will be used jointly with the West German Army.

Both armies are working on the project, and later this year both will consider the results and merge them into a single joint HET for development.

The HET will be designed to carry the new U.S./German Main Battle Tank as well as general cargo. It will have at least 400 horsepower. It will be sufficiently maneuverable to negotiate 30-foot intersecting streets, and its axle loads will be less than 25,000 pounds.

The HET will be produced both in Germany and the United States, it has been announced.



STRATEGIC AIR COMMAND is slated to receive 17 EC-135Cs to replace KC-135 airborne command post aircraft. New model features increased takeoff and flight performance, improved communications for greater effectiveness.

THE PROPULSION SYSTEM and structure of a hypersonic anti-missile missile called *Sprint* has been successfully tested by the Army at the White Sands Missile Range in New Mexico.

Sprint was launched in a developmental test firing from an above-ground launcher although it is designed for launching from underground cells. Tests of the launch cell ejection system had previously been made and were successful.

The *Sprint* is being developed as an interceptor missile for the Nike-X missile defense system to destroy attacking ICBMs and IRBMs launched from submarines.

★ ★ ★

AN ELECTRONIC DEVICE which works like—but doesn't look like—the human ear has been developed by the Air Force. Furthermore, an attached computer behaves suspiciously like the section of the human brain which deciphers and interprets sounds.

The ear is part of an Air Force effort to contrive a speech recognition machine. Such a device would eventually lead to phonetic typewriters (forget the touch system but be sure to articulate clearly), voice-controlled machine operations and automatic language translation.

An operational gadget which would perform such feats is quite some time away, according to researchers.

Investigators are working with the smallest distinguishable units of speech, called phonemes (pronounced "foe-neem"). Speech recognition by phonemes seems to offer the simplest approach for handling a large vocabulary. If a system were based upon recognition of syllables, a much more complex device would be needed. There are only 40 phonemes, but something like 2000 distinct syllable sounds.

Within the machine . . . ear . . . each phoneme is isolated and its characteristic features identified. Then, decision circuits in the computer weigh all the features of the sound and recognize the phoneme. Output of the machine can be in a binary code.

In the current program a network of 500 electronic neuron models has been constructed. These are preceded by a bank of 19 filters which simulate the frequency response of the human cochlea (spiral section of the

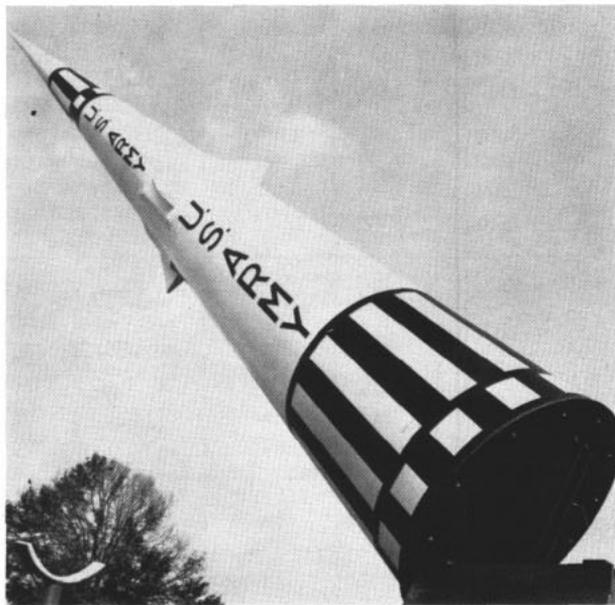
inner ear). In addition to responding like a biological auditory system, the speech processing device demonstrates logic functions.

★ ★ ★

A MOBILE SEA water distillation unit, developed by the Army Engineer Research and Development Laboratories, Ft. Belvoir, Va., has been earmarked to replace three other units in the Army supply system.

The unit will produce drinking water from sea or brackish water at a rate of 150 gallons per hour. Capabilities include making fresh water from chemically or radioactively contaminated sources.

Made of aluminum, the 3000-pound unit can be trailer mounted or airlifted by helicopter. It requires less fuel than other portable distillation units now in use by the Army.



ANTI-MISSILE MISSILE *Sprint*, under advanced development by Army, will complement Zeus in Nike-X system.

THE WORD

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

• **SWAPPING BILLETS**—The Bureau of Naval Personnel has established a "swap desk" to assist Navymen who wish to make no-cost transfers between the East and West Coasts.

The desk will act as a central clearing house, where those desiring to swap duty may attempt to contact possible swapping mates.

Although Navy transfer regulations have long provided for exchange of duty on a "no-cost to the government" basis, locating an eligible person with whom to swap has been the responsibility of the individual desiring a duty exchange. It is difficult to contact another individual, also desiring a duty exchange, who possesses the necessary qualifications, such as same rating, same pay grade, necessary obligated service and correct duty status.

The first step toward providing this service within the Navy is to help initially those desiring coast-to-coast exchanges. Individuals on either coast who write to the branch (Address: Exchange Duty, Pers B-211, Bureau of Naval Personnel) will be provided with names of individuals on the opposite coast with whom an exchange might be feasible, if such are available.

After that, it will be up to the individuals concerned to submit a formal request in accordance with Chapter 16 of the *Enlisted Transfer Manual*. This request will then be considered by BuPers for approval, as in the past.

At present, the "swap desk" in BuPers is operating on a trial basis.

After a period the program will be reviewed with a view toward expanding the services offered.

BuPers Notice 1306 of 13 Apr 1965 outlines the program, and includes a form to be followed when submitting information for exchange of duty between personnel.

• **NEW E-8 AND E-9 CHIEFS**—There are 318 new E-8s and E-9s in the Navy. Because of advancement ceilings last November, promotions to senior and master chief had been limited to some 1800. The additional 318 who recently joined them had been selected previously as alternate candidates.

In keeping with the policy of the Chief of Naval Personnel to advance the maximum number of personnel in each advancement cycle, careful monitoring of the on-board manned level is conducted, comparing it to authorized personnel strength.

In a recent check, it was determined that 227 E-7s and 91 E-8s should be advanced as a result of the July/August advancement cycle to their respective higher pay grades. The advancements are effective as of last November.

• **ADVANCEMENT**—Beginning 1 November, any Navyman advanced to pay grade E-5 or E-6 must remain in the Navy for at least one year after the date of his advancement.

This development was caused by the large numbers who, in the past, have been advanced then left the Navy a short time later. By requir-

ing one year of service after advancement, the promotions are more likely to go to career Navymen.

Navymen who are selected for and accept advancement to pay grade E-5 or E-6, but who do not have at least one year remaining in their enlistment, must execute a page 13 service record agreement to remain on active duty for at least one year after they are actually advanced.

Navymen can also satisfy the service requirement by reenlisting under the provisions of Articles C-1403 and C-1470 of "BuPers Manual."

Anyone who initially rejects advancement because he does not wish to remain in the Navy for an additional year, but who reconsiders before the limiting date of his advancement, may still be advanced after he extends or reenlists.

Full details can be found in BuPers Notice 1430 of 5 May 1965.

• **EXTENSIONS**—As reported earlier, Navymen have been requested to extend voluntarily their enlistments and active duty periods by the Secretary of the Navy. When the request was first issued in May, SecNav quoted a need for experienced officers and men to carry out the Navy's missions in a combat environment.

The Secretary, in SecNav Notice 1100, said extensions as short as six, or even three, months would be helpful. Personalized appeals will probably come from commanding officers, directed to Navymen whose active duty terminates before September 1965.

A later message, NavOp 03, named those officers who were *not* eligible to extend. In this category were officers serving on temporary active duty and, "Officers scheduled for noncontinuation, statutory retirement, statutory discharge with severance pay, involuntary release from



PLAY IT SAFE—You'll be a big help to your team if you pass this issue of ALL HANDS magazine on to nine others.

active duty, voluntary retirement in lieu of involuntary release from active duty, voluntary retirement in lieu of involuntary reversion to permanent status."

• **MILITARY PAY BILL**—Congress is now considering a bill, which the President proposed, to adjust the pay rates for the military services in fiscal year 1966. The bill, sent to Congress in May, also contained a provision to establish a federal salary review commission which would meet next year to conduct the first quadrennial review of statutory salary systems governing the military services.

The bill proposes that the commission review salaries every four years and provides a formal means by which annual pay adjustments in intervening years can become effective without specific legislative action by Congress.

The President would be authorized, under the bill, to adjust pay immediately at the expiration of 60 days following the transmittal of an adjustment to Congress unless Congress passes a resolution indicating its disfavor.

Specific adjustments recommended by the President for 1966 are:

- An average increase of five per cent in military base pay for all except enlisted personnel with less than two years service.

- A 2.7 per cent cost of living increase in base pay for enlisted personnel with less than two years of service.

The bill also provides authority to pay multiples of the present reenlistment bonus upon first reenlistment to military personnel designated as having a critical military skill. This is to provide additional incentive for men with critical skills to remain in the service.

• **NEW NFO DESIGNATION**—All designated Naval Aviation Observers (135X) have been redesignated Naval Flight Officers (132X). All other designated and prospective Naval Aviation Observers are also affected by a recent change in designation.

The title change and newly established officer designator were effected to describe more accurately the active crew member status of aviation observers, and to avoid further confusion between NAO (Naval Aviation Officer) and NAO (Naval Aviation Observer).

Student and prospective Naval Flight Officers will retain their cur-

rent designators until they qualify as Flight Officers, at which time their designators will be changed to 132X.

This action will mean a change of title for Limited Duty Officer NAOs. However, they will retain their current LDO designators.

The redesignation will also affect any aviation observer who does not remain qualified for that duty in the future. Upon becoming disqualified, 132X officers will receive an appropriate change in designator. This was not the case when aviation observers were designated 135X, and thus should allow for easier identification and tabulation of qualified NFO's.

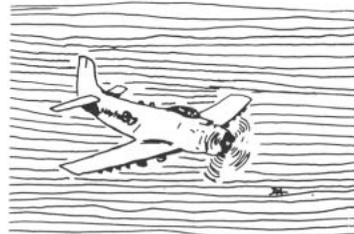
• **PART TIME EMPLOYMENT**—Navy men who have part time jobs selling insurance, mutual funds or backscratchers should check the new regulations concerning commercial solicitation of military men by military men. As of 13 May no Navyman is allowed to solicit the purchase of commodities, services or goods by Navy men junior to himself, on or off base.

Previous instructions have banned such actions aboard naval installations, but made no mention of off-base selling.

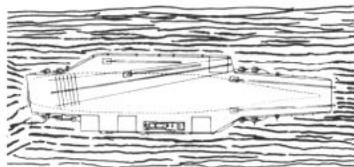
The new regulation (article C-11101, *BuPers Manual*, Para. d) reads: "Military personnel who are engaged in off-duty, part-time employment are prohibited from personal commercial solicitation and sale to military personnel who are junior in grade or rank. This prohibition is applicable to activities on or off an installation, in or out of uniform, while on or off duty, and includes, but is not limited to the personal solicitation and sale of life and automobile insurance, stocks, mutual funds, real estate or other commodities, goods or services. As used in this subparagraph, 'personal commercial solicitation' refers to those situations where a military member is employed as a sales agent on commission or salary, and contacts prospective purchasers suggesting they buy the commodity, real or intangible, that he is offering for sale. This prohibition is not applicable to the one-time sale of personal property or a privately owned dwelling. It is not the intent of this subparagraph to discourage the off-duty employment of military personnel, but it is the intent to eliminate any and all instances where it would appear that coercion, intimidation or pressure was based on grade or position."

QUIZ AWEIGH

Even if you're not in the flying Navy, your chances of serving a hitch aboard a flattop during the course of your career are good. So it's not a bad idea to know a little about the history, traditions and language which have evolved during the 50-odd years of naval aviation. How's your naval air I.Q.?



1. A bug-smasher is a:
 - (a) Prop type aircraft.
 - (b) TC-45J (formerly SNB).
 - (c) Fly-swatter (large).
2. The first ship to be constructed from the keel up as an aircraft carrier was:
 - (a) USS Langley (CV 1)
 - (b) USS Lexington (CV 2)
 - (c) USS Ranger (CV 4)



3. The angled flight deck is often considered the greatest single safety advancement in carriers since the beginning of naval aviation. The first U.S. carrier to receive an angled deck was:
 - (a) USS Oriskany (CVA 34)
 - (b) USS Antietam (CVS 36)
 - (c) USS Saratoga (CV 3)



4. Which of the following is peculiar only to the aircraft carrier?
 - (a) Elevators (personnel).
 - (b) Escalators.
 - (c) Flight decks.

5. At one time there was a large number of enlisted pilots (APs) in the Navy, but input to the program was discontinued near the end of World War II. Are there any APs still in flight status?

Answers to Quiz Aweigh may be found on page 48.

THE BULLETIN BOARD

This Is How 'Rating Control' Hand-Picks Critical Ratings

IT WOULD BE pretty nice if, when your transfer time came about, an officer who knew something about your rating, sat down with you and, together, the two of you figured out the best assignment possible. When you had finished your interview—or series of interviews, if necessary—you would know that your next billet would fit your capabilities precisely. You would be in a job you understood and liked, with room for almost infinite growth.

Obviously, a large organization like the Navy—with two-thirds of a million people—could not provide this personal touch for everybody, but it is doing its best to approach something equivalent. This is the reason for the development of the Seavey-Shorvey program which has been in existence for some years, and for a program called rating control which has already begun operations for certain selected ratings.

The current development in rating control applies to 11 ratings—two of which served as something in the nature of a pilot program. These were the missile gunner's mate (GMM) and missile fire control technician (FTM).

Back in 1955, the first guided missile ship was commissioned. The Navy had quite a time finding enough people who were qualified in this line, but it did manage. By the end of 1959, however, there were five guided missile ships, and the situation, personnel-wise, had not improved.

By the end of 1960, there were 17 guided missile ships, and the personnel situation had become critical. Each succeeding year there were more ships and not enough personnel to go around.

Those men who had been trained were hard pressed to do the job, and the retention rate of such technicians was low. No long-range plans were in effect to correct this situation or to provide for the continuing explosion in requirements.

It was re-emphasized to the Navy that personnel are essential to any modern weapons system. In other words, it wasn't wise to spend money

and energy to build missile systems and ships without providing at least the same priority to train personnel to man and maintain them.

ABOUT TWO YEARS ago, the Navy launched a study to see what could be done about it. Quite a bit, it found. The answer lay in a new concept called rating control—control of Navy Enlisted Classification (NEC) would have been a better name for it—since the two ratings involved (GMM and FTM) were closely related.

All the information about training, billets and special aptitudes required—in short, everything that could possibly concern a man—was gathered into one place. Although all this information had previously been available, never before had it been concentrated. And that, in a nutshell, is exactly what rating control consists of—knowing everything about the man, his rating and all the requirements, and then making use of it.

The rating control officer, who had gathered most of the information and compiled it, discovered a few inconsistencies which didn't last very long. And then rating control was in full swing for the two ratings. Later, all GMs and FTs were included.

Meanwhile other ratings were becoming critically undermanned, and it was decided they also needed the same attention. These included ST, ET, DS, RM, AX, MA, TD and PT. To date only sonar technician has

come fully under rating control; the others are in various stages of gathering the needed information.

ESSENTIALLY, rating control means that men in these critical ratings will be selected with care for distribution to the various EPDOs, who will then make the ultimate assignment.

This distribution will be made by someone who not only is a specialist in that rating, but also has at his fingertips data and statistics on the requirements of the Navy and the qualifications of the men available.

Careful monitoring by BuPers of these assignments will assure that a round peg finds its way to a round hole.

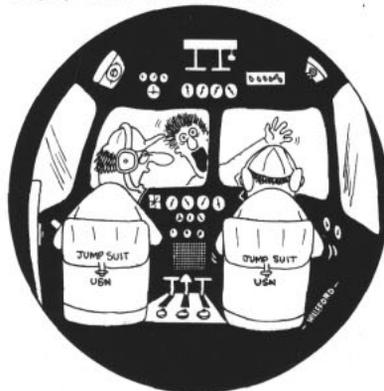
This is a personalized application of the automation concept. In these selected ratings, an individual is hand-picked to fill the billet for which he is best qualified, by someone who has the advantage of the accumulated information of the data processing machines.

This hand processing will allow more personal attention to be given to each man via the rating control officer. He will give initial consideration to each man's preferences. Since the more critical ratings are governed by this concept—and there is such a great demand for skilled personnel in these ratings—the proportion of personnel receiving duty in the billets of their choice should be greatly increased.

The rating control officer will also consider each man's training. If a Navyman wants a certain billet, but he isn't currently qualified for it, the Navy will consider sending him to school en route to his new command. Again, because of the great demand for skilled personnel, the Navy knows that it will have to train someone for the job—why not this man? The decision whether to authorize the necessary training for this man would generally be affirmative if he is otherwise qualified and if there does exist a need for such training. (We'll give the qualifications for advanced training later.)

Of course, the rating control officer

Gregory Willeford, FTM2(SS), USN



"A little more altitude, Holly."

must, as always, keep in the forefront the needs of the service. Obviously, if there are no billets available in the area to which a particular man wants to go, the Navy won't send him. For example, if the area he requests has all its billets for that rating filled, and another area is in need of a man with his skills, the Navy doesn't have much choice but to send him to the area where he is needed. But if both these areas need him (which is the case more often than not) he'll go to the area he wants.

LET'S TAKE a brief look at the Seavey/Shorvey system and see how the rating control concept enlarges on it.

Under the Seavey-Shorvey system, it is assumed, for example, that if a man is a PO1, he is fully qualified as a first class in the various billets of his rating which call for a PO1. And if he has received specialized training, he is, in most cases, given an NEC which reflects it.

When it comes time for his transfer, the man fills out his Seavey (or Shorvey) card, listing his preferences and other information about himself.

Then this card is processed through the Bureau of Naval Personnel and the EPDOs in the normal manner. The whole system works smoothly for most ratings.

But, in the case of those requiring a highly technical background, it's possible for a hitch to arise. Although the assigning officers are specialists in their own right, they aren't specialists for any one particular rating. They can only make use of the information that they have available, such as the man's NEC, his duty preferences and billets open to him.

Meanwhile, the growth in technology in certain ratings has increased so rapidly that men are now becoming specialists in one relatively small area of their rating. Even the NEC system sometimes fails to give the complete picture for some ratings.

IN THEORY, rating control differs from Seavey/Shorvey in only one major aspect: The rating control officer knows the personnel requirements for every area, knows each person's skills and makes sure all training programs meet the Navy's requirements—in other words, he is a specialist for that rating.

By the time rating control spread to other ratings, the GMM and FTM

ratings had made quite a bit of progress. And enough had been learned about this new concept to make it considerably easier to establish it for other ratings.

Therefore, when rating control was established in the sonar technician rating, the officer assigned, a lieutenant, began making the survey of all the training. This information, of course, was available at the various ST schools, but if the concept was to be put in operation to alleviate the critical situation as soon as possible, all the sifting and sorting would take too long. The simpler and quicker way, it was decided, was to go to each man via a specially prepared form on which the man would list his training and qualifications.

As the rating control officer re-

ceived this information, he checked each sonar technician's training against the NEC structure. To correct the inconsistencies, the system was revised to make sure each phase of training was reflected by an NEC.

Next, he tackled the equipment inventory. Ships and units that had the same kind of equipment were grouped together. Each command's allowance for STs was studied and analyzed. Any inconsistencies were adjusted according to the rating control officer's new NEC structure for STs.

WHILE THE RATING control program was working on these aspects of the project, training experts at the Bureau of Naval Personnel were also evaluating the sonar tech-

WHAT'S IN A NAME

Deperming

The first cruise of the attack carrier *USS America* (CVA 66) turned out to be rather electrifying. At the end of her brief maiden voyage (only five miles), the carrier went through five hours of jolts. The purpose: To reduce the carrier's permanent magnetic field through the deperming process.

In this operation the ship becomes in effect, a large solenoid. Deperming cables serve as the coil while the ship itself is the core. High amperage current is sent through the coil which, in turn, lessens the ship's magnetic field and reduces the effectiveness of magnetic sensing weapons.

It was quite a job moving *America* into the relatively narrow confines of the slip. Once inside, she had to be within inches of a certain position in order to receive the most accurate reading after deperming.

Once secure, the ship was rigged for her shock treatment. Nearly eight miles of cable were wound around the 1047-foot carrier, circling the ship 83 times from bow to stern.

Because of a special type of insulation on the cables, they couldn't be hoisted by winches or other deck machinery for fear of damaging this insulation and increasing the danger of an electrical fire. *America* crewmen, therefore, provided the muscle to move the cable across the flight deck and into position.

Then came the flashing. Through two banks of rectifiers, alternating current was converted into direct current and fed through the cables. The first flash, which lasted 90 seconds, was 500 volts and 1400 amperes. For the next 30 minutes, there was nothing—a sort of rest period to lessen the possibility of burning the cables.

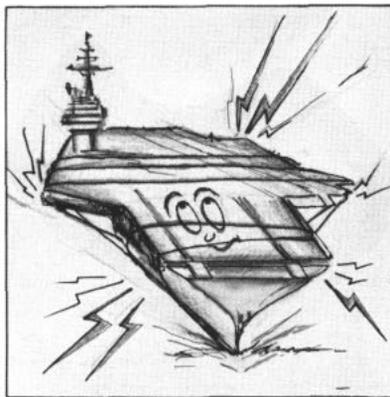
At the end of the half hour rest, a charge was directed through the cables the opposite way. This cycle of alternating charges continued for five hours, each flash feeding less power through the coil.

During the entire operation, crewmen throughout the ship were on the lookout for fire—especially within the cables or at the points where the cables touched the decks. Precautions had been taken earlier to safeguard equipment that would be susceptible to the magnetic impulses of deperming.

When the flashing finally ceased, she received a satisfactory reading from special instruments within the ship's hull and within the deperming facility. *America* had finished her shock treatment.

Under normal conditions, she will not have to undergo deperming again. Should any deviations from the normal magnetic limits occur, the carrier will correct them by her internal degaussing equipment. Any deviations will be detected when she enters or leaves port passing over a degaussing range

—Chuck Brown, JO1, USN





"John, the baby did the cutest thing today!"

nician schools. Basic schools that were teaching the same subjects might have similar courses of different lengths. A study was made to see if they could be made a uniform length, and, at the same time, satisfy the requirements of both the Atlantic and Pacific Fleets.

The study showed it was possible. Two basic courses, surface and submarine, were established at 18 and 12 weeks, respectively, at the different locations. In addition, a 14-week course which prepares qualified sonar technicians for advanced training to an NEC was introduced.

Meanwhile, the rating control officer had the responsibility to outline a program which, it was hoped, would solve at least partially the stability and experience problems in the ST rating. Again, the SMS program supplied a guideline.

One such idea had the purpose of countering the rapid turnover of the first-term enlisted man. (By the time a man who is on a normal four-year enlistment finished the lengthy training, he had only about two and one-

half years' obligated service remaining and it was necessary to begin thinking of recruiting another man and training him to fill the first man's place.) The partial solution: Before a first-termer can receive the advanced (and expensive) schooling that he requires as an ST, he must extend his enlistment to total six years' obligated service from date of enlistment.

THE REASONING: By the time a man has been in the Navy for four years, he knows how it operates and is a valuable asset. It's at this time that he, with the training and experience he has acquired, can be of real worth to the Navy. Conversely, the man also benefits from the additional experience he will be acquiring during the additional two years of obligated service.

(If you're a first-term ST who would like this advanced training, see your personnel officer. If you are still in school, he'll take care of everything. If you are in the Fleet, you will need to write a letter, via your commanding officer, to the Bureau of Naval Personnel (Pers B-2162), stating you want to extend for the required time. Once you do, you are guaranteed—repeat guaranteed—at least 20 weeks of advanced instruction. You will find all the details in BuPers Instruction 1510.103, and your personnel officer will be happy to lend you a hand).

How well will this idea work? Time, of course will reveal the answer. However, some of the best qualified officers in the Navy, working together, evolved this concept.

An indication of rating control's effectiveness can be seen by looking at the FTM and GMM ratings. Since

Local Boy Makes Good in Big Time

Recruiters are a clannish lot. There aren't too many of them (relatively speaking) and so, when something nice happens to one, all rejoice.

That's one of the reasons they're most happy over the budding career of Ensign George P. Morrow, USN. Not too long ago he was one of them, a Chief Boilerman.

Picked for LDO, he reported for the six-week indoctrination course at the U. S. Naval Officer Candidate School at Newport on 25 April,

after which he was scheduled to report on board *uss Boxer* (LPH 4) as machinery repair officer.

Ensign Morrow enlisted in 1948, served on various ships throughout the Fleet, served in the Pacific during the Korean conflict, made Chief in 1960 and, at the time of his commissioning was recruiter in charge at Warrenton, Va.

All this places the Warrenton recruiters in a good position. They can point with unreserved pride to their man who had made good.

QUIZ AWEIGH ANSWERS

1. (b) TC-45J.
 2. (c) *USS Ranger* (CV 4). *Langley* was converted from the collier *Jupiter*. *Lexington* (CV 2) and *Saratoga* (CV 3) were constructed over battle cruiser hulls bearing the same names.
 3. *USS Antietam* (CVS 36). An experimental angled (then called canted) deck was added to the flattop in the early '50s.
 4. Escalators. Personnel elevators are found aboard *USS Long Beach* (CGN 9) as well as MACK type cruisers. Helo flight decks are common to many ships, including tenders and FRAM destroyers. Escalators are found only in aircraft carriers (several of the newer flattops, including *USS Enterprise* (CVAN 65), use elevators instead.)
 5. Yes. The list has been rapidly dwindling in the last few years but BuPers still listed 43 enlisted pilots early this year. APs are normally assigned to large CONUS air stations and fly many types of aircraft.
- Quiz Aweigh may be found on page 45.

rating control's inception some two years ago, 1300 men have agreed to extend their enlistment to six years in order to receive the advanced training.

They, obviously, believe in the rating control program.

● **SPACE AVAILABLE**—Should you be planning to take leave this summer, don't count on traveling by Military Air Transportation Service (MATS) planes. There is, virtually, no space available.

During the peak summer season there is a considerable increase in space required traffic, making space available almost non-existent. Unless you're on emergency leave, you may well spend your entire leave waiting around the terminal.

You would do better to travel by space available on commercial airlines (half fare). By doing so, you may be reasonably certain of returning within your time limits.

If you are stationed overseas while one or more dependents are students in the U.S., he (or she) may join you for the summer months. However, your dependents will travel by MSTs, not MATS. You can get a space required reservation for them by forwarding a request to the Bureau of Naval Personnel (Pers B-313) or to the Commandant, 12th Naval District. BuPers Notice 4631 of 21 April, gives the details.

Navy Exchanges Pay Off for Navymen in More Ways Than One

BACK IN sailing days, before a ship went to sea, the purser made sure he had plenty of tobacco, toilet articles and other items of comfort and health. The sailors, while at sea or anchored in an isolated port, could then buy what they wanted or needed.

While in port, Navymen bought these items from bumboats. Sometimes, presumably when the competition was stiff, the bumboats took their wares out to the ship.

Such were the beginnings of today's well-stocked ship's stores and shoreside Navy exchanges. Modern-day versions of these activities perform the same basic job for the Navymen as well as his family.

These government facilities are designed to keep money in your pocket rather than put it there. Commissary and exchange facilities, conveniently located at most naval activities, make it easy for you and your authorized dependents to purchase basic commodities at reasonable prices.

In overseas branches of these activities, Navymen and their families are able to purchase foodstuffs and other items that otherwise would not be available. If the items were available by other means, they would, in all probability, carry a much higher price tag.

In addition, these overseas Navy exchanges help, considerably, the nation's balance of payments (outflow of gold). There are many plans in effect to reduce the expenditures of individuals. Some are mandatory; however, because of the general and marked desire on the part of military personnel and their dependents to cooperate toward improving the balance of payments situation, most plans are based on voluntary reductions.

As part of this program, you may find these guidelines helpful in your shopping:

- Limit your expenditures to foreign goods which can be purchased in an exchange or other approved U. S. military operated resale activity—and then only to goods for which a real need exists.

- If you are overseas and the item or a reasonable substitute is not available in an exchange, be sure you or your family have a definite

need for it before purchasing it on the open market.

- If not covered under the above, try to keep your total cost of overseas expenditures under \$100 per year for each individual in your family.

(You and your dependents may also make purchases at Army and Air Force commissaries and exchanges—a handy arrangement if a Navy-operated store is not maintained in your area.)

In all, there are three types of naval activities providing this service: ship's stores afloat (the usual shipboard outlet), Navy exchanges and commissary stores.

Ship's stores afloat and commissary stores are supported by appropriated funds. That is, they operate on a basis of procuring items for resale with appropriated money and, after the sale of the merchandise, reimburse the government. Navy exchanges, on the other hand, operate on a non-appropriated fund basis.

Commissary stores are nonprofit organizations, but reserves are earned and maintained to cover operating costs and other expenses. The profits

from Navy exchanges—after operating costs have been taken care of—help support the Navy's extensive welfare and recreation program.

More than 80 per cent of these profits are made available to the local commanding officer for welfare and recreation programs in his command. For example, a ship's baseball team will get new uniforms or a naval station will buy equipment for an intermural basketball program.

A portion of the remaining profits goes to the BuPers Central Recreation Fund.

Statistically, out of every dollar spent in a ship's store or Navy exchange, between six and seven cents' profit is channeled back into the recreation program, once all operating expenses have been deducted. Currently, these sixes and sevens run to 29 or 30 million dollars yearly.

Keep in mind that you violate the terms of your commissary and exchange privileges by reselling any item to unauthorized persons. This includes reselling an item for a profit, at cost, or even at a loss.

Exchanges and commissaries are a valuable benefit to you and your

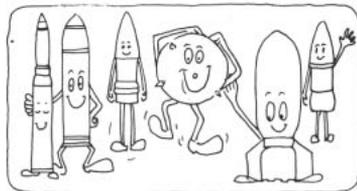
HOW DID IT START

Explosives—In Various Shapes and Sizes

In a remote section of the reservation occupied by the Naval Ordnance Laboratory at White Oak, Md., there are several low, thick-walled concrete buildings superbly isolated from other buildings of the NOL complex.

In these buildings explosives are pressed into containers of various shapes and sizes for experimental use by the laboratory.

Recently, the lab's experts got together and developed another process for putting a skin on their test explosives. Although the chances of an unexpected bang are lessened, they place the charge behind a barricade to safeguard themselves against the possibility of detonation. Instead of casting or pressing the charge in the skin, however, they place it in a plating bath which is operated by remote control.



A plating solution is run into the bath from a reservoir and a magnetic stirrer agitates the solution to remove gas bubbles and maintain a uniform concentration of ions. Electric current transfers the plating solution to the explosive at whatever thickness is specified.

The charge doesn't get wet in the bath because it has been coated with three coats of clear waterproof lacquer and a conductive coating. This also provides a smooth surface for the plating and prevents the plating current from passing through the explosive.

The new process gives the laboratory a hermetically sealed charge and provides selective control of container thickness. It also permits the lab to encase unusual shapes and gives NOL men a broader choice in the metal they use for casings.



family. Abuse of this benefit not only would result in disciplinary measures taken against offenders, but could open the program to criticism. Such criticism has already been voiced on a number of occasions. Failure to observe this basic rule would be

against the interests of the entire membership of the military services and their families.

Whatever you buy must be for your personal use, the use of your dependents, or purchased as a bona fide gift for a friend or relative.

Representatives discuss projects in progress and future possibilities and frame suggestions which they draft and pass on to the Recreation Council which is composed of at least three officers.

When the committee makes recommendations to the council, the council weighs the suggestions against money available and other commitments so it can make an informed recommendation to the commanding officer. If the idea is a good one, all things considered, the suggestion usually is approved by the CO.

The more you take part in the activities planned by the recreation committee, the more you share in the profits. If you don't think you are getting your money's worth and don't know how to increase your share, the Special Services Officer is the man to see.

You can also obtain information on recreation activities which are available when your ship is in port. Here, the Special Services Officer is a good man to see. He's the liaison between your ship and shore-based activities.

Recreational facilities and services will vary from place to place but here are a few things the Special Services Officer may have to offer:

- A list of recreational facilities, both civilian and military, such as swimming pools, beaches, tennis courts, bowling alleys and EM clubs.
- Tickets to stage, radio and television shows.
- Athletic fields, picnic grounds and gyms for your use.
- Information concerning the location of athletic events, such as basketball, baseball, football and hockey games.
- Advice on your ship's party, dance, or group tour.
- A list of places to visit while ashore.
- Tournaments and leagues in which your ship's athletic teams may participate.
- Information on occasional events such as concerts, shows, dances and parties to which sailors are invited.
- A list of movies playing at both military and civilian theaters.
- Sightseeing tours.

A considerable amount of effort is spent to see that your off-duty hours are spent pleasantly, so relax; enjoy it. Get your share of the profits.

You Share in Profits of Ship's Stores & Exchanges

IF YOU READ the financial section of the daily newspaper, you have probably heard of profit sharing. Most Navy men, however, will regretfully conclude that profit sharing is not for them. They are wrong. They frequently share the profits of Navy exchanges and ship's stores.

These organizations, although offering their merchandise to Navy men at prices substantially lower than those obtainable from civilian retail outlets, almost invariably make a profit, small though it is. Nevertheless, over a period of time, the cash piles up.

Most of the profit earned by Navy stores in your particular area goes back to the command that earned it.

Now, if you are in a proper profit sharing mood, you will flick the ashes from your dollar cigar and demand to know what becomes of the remainder:

It goes to the Bureau of Naval Personnel but it doesn't stay there long. About four-fifths of the money (and this amounts to millions of dollars annually) is spent leasing the movies you see—without cost—on the fantail or the mess deck. Whatever is left (and dollarwise, it's quite a bit) returns to the Navy man but not necessarily to the command from which it came. This fund is used to build such capital items as swimming pools and bowling alleys which are not within the financial capability of the command that requests them.

You're undoubtedly familiar with the way you share the ship's stores' profits, at least while you remain in your own command, although you may not have realized you were actually profit sharing.

For instance, if you took part in an intramural sports program, danced at a party given by your ship or station, took a guided tour furnished by the Navy at your last liberty port, enjoyed the boxing smoker or used the hobby shop, you were taking part of your share.

And that's not all the Navy includes in its profit sharing. Frequent-

ly a ship will supplement its reading facilities with newspaper and magazine subscriptions purchased from the store's profits. It may purchase television sets for the ship's wardroom and mess deck. It could provide you with an emergency loan if Navy Relief or other sources of emergency money aren't available.

You have a degree of control over how your share of the profits will be spent. Each ship and station has a Recreation Committee. You may have served on the committee in the past or may at some time in the future. The purpose of the committee is to improve and expand the recreation facilities for the men on board. It also does a lot of basic spadework for such big events as dances. It would, for example, have to learn where the party could be held, how much it would cost to rent the hall, furnish music, buy refreshments and decorations.

The Recreation Committee does not actually have the authority to spend the money credited to the recreation fund's account. This is the job of the commanding officer, who acts on the recommendations of the Recreation Council—but more of that later.

The Recreation Committee, which is frequently composed of representatives from each of the ship's divisions, usually meets once a month.



"Watch his left hook!"

Could Your Ship or Unit Use an Extra 1000 Man-Hours of Labor?

IS YOUR SHIP or station short on manpower? If you're like the rest of us, you probably don't even have time to answer the question.

Could you use an extra thousand man-hours of labor? Maybe, if you're a big outfit, twice or three times that much?

Read the following suggestions. Chances are at least one of them may apply to you, and you'll start right in collecting some of those man-hours you need.

Perhaps these ideas will strike a responsive chord and start the wheels rolling in your outfit to help salvage time and paperwork. Navy headquarters in Washington is really intent on cutting paperwork. It will take action—affirmative action—to help your ship, unit or station whenever possible.

One of these suggestions alone cut out, with one simple slash, 200 man-hours in every outfit involved in aviation maintenance. These suggestions came in as a result of the Navy's SCRAP drive. This drive to reduce the paperwork load is paying dividends all over the Fleet.

If you have something to contribute, jot down your ideas and forward them to Director, Project Scrap, Naval Inspector General, Navy Department, Washington, D.C. 20370. For other ideas, see the December 1964 (page 24) and April 1965 (page 26) issues of ALL HANDS.

Here are some of the latest suggestions from the Fleet and the Navy's action on them.

Suggestion

The *U. S. Navy Manual of Naval Photography*, OpNav 3150.6C, Chapter Four, Paragraph 0417 states, in part:

"Still photography contact print or enlargement files shall be maintained by each authorized photographic laboratory in accordance with the following instructions:

"1. A file contact print or enlargement shall be made from each negative placed in the negative file.

"2. File prints shall be mounted on standard file cards (NavPers Form 3150/5). Complete caption information shall be shown on each card."

The foregoing creates a duplication of work, since ALL negatives that

are filed are retained in the negative file with complete captions, and are available for printing for a two-year period—unless requested by the Naval Photographic Center for their files. The practice of print files began under the old and discarded General File System, which is no longer in use. All negatives placed in the General File were forwarded at 30-day intervals to the files at NPC. As the negatives were not available, in the event of future print requirements, a print file was necessary. Now that only a selected few negatives are forwarded to the Photographic Center, a complete print file is *no longer needed*, and should be kept *only* on those negatives that have been forwarded to NPC.

We feel sure that those in the photographic field must realize that the present system will demand an increase in additional space, filing, equipment, and maintenance of files. In consonance with the present drive in economical operations, we urge the above directive be reconsidered.—A. R. DuHaime, CWO4; E. E. Smith, PHC; H. A. Burian, PH1; J. H. Wedgwood, PH1, Naha, Okinawa

Action

Affirmative action. The "cognizant" activities agreed that this photography print file is no longer required, and a future change to OpNav Instruction 3150.6C will cancel paragraph 0417.

Suggestion

In aviation maintenance, at present, there is a requirement for completing an inventory, (four copies) of an IMRL (Individual Material Readiness List) annually. This is a



"Then add four cups. . ."

complete record of all special and general support equipment, test equipment and special tools. This requires approximately 150 man-hours for a small station or squadron. The supply system has an identical requirement known as Equipage Stock Card Custody Record, NAV S&A Form 460, which is filled out in triplicate, must be signed by the person having actual physical custody and by the Department Head. This requires approximately 200 man-hours annually.

Recommend the Equipage Stock Card Custody Record be deleted and its functions be assumed by the IMRL.

LT J. M. Beaton, USN
NAAS, Fallon, Nev.

Action

Here's another winner. The Bureau of Supplies and Accounts is eliminating the requirement for the S & A Form 460, since the Bureau of Naval Weapons Form 13090/2 is retained at the same location and contains the same information. The *BuSanda Manual* will be modified to reflect this change.

Suggestion

Personnel who prepare "local" forms should record the date and number of copies run off so that control of over-production and retention of obsolete forms would be eliminated.

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

Action

Radarman Woods knows that "local" forms for shipboard use should be kept to a minimum by ordering the printed standard bureau forms through the supply system. He suggests a simple notation of date and number of copies received (or mimeographed if strictly a "local" ship form) to keep on top of the number you actually need for a three-month supply, and as a check on those that should be purged from your forms inventory. Put this notation on the shelf or file tab, for quick easy reference and control.

Incidentally, Radarman Woods has been a top contributor, with many suggestions that are being considered by interested activities.

Suggestion

Commander Eastern Sea Frontier has recommended a modification to the procedure for forwarding requests for permission to take leave in a foreign country. Under the present system, the request is sent through the chain of command to the Chief of Naval Personnel. The proposed system would eliminate all intermediary addressees between the immediate superior of the man making the request and BuPers. A copy of the correspondence would be sent to all others in the chain of command.

Action

As a result of this suggestion, a revision to *BuPers Manual*, Article C-11107, paragraph 1, is being prepared to incorporate this modification.

Note: A number of suggestions received at headquarters in Washington indicate that some units are unnecessarily following procedures that are no longer required by higher authority, are possibly using superseded publications for guidance, or are not fully aware of the reasons for some specific practices.

A selection of these suggestions, with appropriate comments, may be of interest to all units, and are herewith presented. If proper disposition of instruction manuals, technical bulletins and other publications and forms is a matter of concern at your command, it is suggested you check Section 1, Part E, page 7 of the *Navy Stock List of Forms and Publications* (NAVSANDA Publication 2002). The information contained therein may be helpful to you.

Suggestion

Do away with ordnance sketch books aboard ship. They are big, cumbersome books that weigh around 10 to 15 pounds each and are designed for use by a machinist to manufacture a part for a particular

weapon. Have never had a use for them on any ship or station where I've served. They normally take up about one to 20 cubic feet of space.

Comment

It's assumed that the suggestion is directed at the photoprint books of ordnance drawings that once included all drawings applicable to ordnance installations aboard. For several years, such books have been furnished only with drawings covering a minimum of information (general arrangements, schematics, etc., but no mono-detail manufacturing drawings).

Additionally, studies have been made to determine the feasibility of microfilm and reader-printer equipment as a substitute for the photoprint books, and some microfilm installations have already been made.

More progress is looked for in this area. In the meantime, it may well be that some ships are carrying a couple of hundred pounds of excess weight around in the form of obsolete books of plans and drawings. Check your own requirements—and your own storerooms.

Suggestion

I suggest a critical review of the Photographic Report, NavAer 453. This report now consists of about 27 pre-printed pages. The report that I have just completed made reasonable use of four of these 27 pages, and the first 19 pages were devoted to an inventory list. Perhaps the periodic inventory of photographic equipment could be printed out by computer for each command and then verified annually. At any rate, considering the photographic operations of a non-aviation unit (such as ours) the Photographic Report appears to be far too complex.

Comment

Here's a man who is thinking in the right direction, but is working with out-of-date material. There are

two current Photographic Report forms: NavWeps 10700/3, a 25-page form for use by activities having photographic equipment and operating a photographic laboratory; and NavWeps 10700/3A, a simplified form for use by squadrons, ships and activities having photographic or photographic interpretation equipment but not operating an authorized photographic laboratory. Only the applicable pages need be submitted. Frequent revision is made of the report to eliminate any part not specifically required.

The Photographic Report gives Fleet commanders a reliable source of information for shifting equipment under emergency conditions, or in assigning projects to activities having the necessary processing equipment. Supply activities use the report in allowance and issue control. A master consolidated inventory is prepared from the reports for use by the inventory manager at the Bureau.

Suggestion

The regular binders for COMTAC publications are probably cheaper than some of the specialized binders now being distributed. Suggest using only one type, thereby saving money on binders and paperwork on procurement.

Comment

Out of approximately 80 ACPs, JANAPs and DNCs in the COMTAC publication group, only two have been provided with special binders—ACP 131 and JANAP 195. These binders were designed to permit these publications to lie flat, a feature considered to be important for the most efficient use of these two publications. All COMTAC pubs—including ACP 131 and JANAP 195—are standard in size and punched to fit any standard binder.

Suggestion

In this command the biggest headache is spare parts and all paperwork pertaining to them. Suggest putting federal stock numbers in all manufacturers instruction books.

Comment

This has been tried in the past and found to be impractical because of the frequency and number of changes, and the resultant high costs and delays experienced in issuing manuals and up-to-date changes.



Suggestion

While proofreading various forms for typographical errors I started thinking of the time required for an individual to print information on a form (as a rough), for the typist to type the form, and for the supervisor to check the typed copy for errors. It has gotten to the point that if you can fit it in the typewriter—type it! I consider this to be a waste of time in most instances, and suggest some sort of Navy-wide standardization with a view toward eliminating typing whenever possible (and the associated administrative time involved).

Comment

The primary functions of forms are to generate action and provide information for both management and operational purposes. Such information must not only be collected and entered on forms, but usually must also be interpreted, processed, transmitted elsewhere and maintained.

The number of handlings to which a form is to be subjected and the end use of each form should be considered BEFORE the method used to fill in a form (handwritten or typewritten) is determined, particularly when information is sent outside of the command for further processing.

Obviously, it is frequently difficult to read handwritten (and handprinted) material: If the information is not legible to the individuals who must process it, errors may be introduced, or additional correspondence to verify information will be required. And this will occasion more time and trouble than that involved in typing and proofing the material in the first place. Another factor to be considered is the number of copies required—at the source, through carbons, or later, by use of copy machines. (Typewriter is superior for multiple-copy work.)

The "requirer" of the information holds the key. He should design the form, since he must know how the information is to be used after it is entered. Where the information is to be disposed of locally as soon as it has served its purpose; is of continuing value, but intended for local retention in its original form; or is to be transposed to another form before leaving the command, the form *should be filled in by hand* (in most cases) and designed to permit easy

and legible long-hand entries. Examples include chits, logs, check-in checkout sheets, records of original readings from meters, gauges and counters, etc.

The "Guide to Forms Management," NMOINST 5213.5A of 15 Mar 1963 covers space requirements in such forms. When the "requirer" knows the information will be needed by several addressees or will require reproduction in its original form after it leaves the originating command, he should design the form for completion by typewriter (or other mechanical means).

DIRECTIVES IN BRIEF

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

Alnavs

No. 16—Discusses income tax exclusion and non-withholding for duty in combat zones.

No. 17—Amplifies Alnav 16.

No. 18—Discusses the Comptroller General's decision B-156387 of 3 May, which authorizes credit of BAQ when adequate government quarters are not assigned to single members of certain mobile units.

No. 19—Announced convening of fiscal year 1966 selection boards to recommend officers in the grade of captain on active duty (except TARs) for promotion to the grade of rear admiral.

No. 20—Contained certain guide lines laid down by the Secretary of the Navy to be followed by the President of the fiscal year 1966 flag selection board.

No. 21—Discussed a bill, submitted to the Congress by the President, to adjust the rates of pay of the military services and Federal civilian employees in fiscal year 1966.

No. 22—Announced to the Naval Establishment the death of General Thomas Holcomb, USMC, (Ret), formerly commandant of the Marine Corps, and directed that all naval ships and stations half-mast colors.

No. 23—Directed that all com-

mands take necessary action to prevent unjustified or uneconomical purchasing at the end of the fiscal year.

No. 24—Announced approval by the President the names of those officers nominated to the grade of rear admiral.

Instructions

No. 1120.18K—Describes the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status via the Integration program, the Warrant Officer program and the Limited Duty Officer program.

No. 1120.23D—Prescribes policies and procedures by which qualified USNR officers may submit applications for appointment in the Medical Service Corps, USNR.

No. 1133.3F—Discusses the need for the reenlistment of qualified enlisted personnel.

No. 1440.18C—Concerns the rating conversion of petty officers in pay grades E-4 through E-6 by formal school or in-service training.

No. 5802.4—Provides for uniform procedures acceptable to the Immigration and Naturalization Service for military certification of alien dependents seeking naturalization.

Notices

No. 1210 (15 April)—Described the newly established officer designator 132X, Naval Flight Officer.

No. 1221 (23 April)—Described charges to the *Manual of Enlisted Classifications* (NavPers 15105H).

No. 1430 (5 May)—Announced the requirement for one year minimum active obligated service before being advanced to pay grades E-5 and E-6.

No. 1120 (11 May)—Announced the temporary waiver of the one-year waiting period for resubmission of application by those officers who have previously requested augmentation but were not selected.

No. 1740 (13 May)—Announced the policy of the Department of Defense concerning off-duty solicitation of military personnel.

No. 1520 (17 May)—Announced the establishment of a one-year graduate Systems Analysis program and requested applications from naval officers for a class scheduled to convene in the summer of 1966.

No. 1300 (28 May)—Requested volunteers to participate in the Navy's support of the U. S. Antarctic program in 1966-67.

Career Officers Gain Benefits via Educational Opportunities

THE VARIOUS educational opportunities available to Navy officers form one career benefit that probably cannot be duplicated in civilian enterprise. Postgraduate and undergraduate education programs are prime examples of this.

The Navy—like most large organizations—wants its men to continue to improve themselves technically, and encourages them to make formal education a continuing process. But unlike many other large organizations, the Navy does not require its men to go it alone. Though education is an expensive process, finances for an active duty officer's postgraduate or undergraduate studies lie just a selection board away.

The Navy considers the money well spent, and is eager for its officers to take up the offer. This will help accomplish one goal of the programs, which is to provide some postgraduate education for *all* qualified active duty officers and to raise the educational level of certain Regular Navy officers who do not hold baccalaureate degrees.

This year's programs are already underway. The deadline for submission of preference cards to be considered for the 1966-67 academic year was 15 May 1965. Those who submitted preferences before that date will be considered by a selection board by the end of August this year.

For those not included in this cycle, and who may be unacquainted with the programs, now is the time to become familiar with the exceptional opportunities underlying them.

First, it should be noted that two primary paths to Navy-sponsored college training are open to officers. One is through the Navy Postgraduate Educational Program and the other through the undergraduate program. Both are aimed at raising the educational level of the entire corps of active duty officers, including Reserve officers serving on active duty in the case of postgraduate studies.

Because of budgetary and manpower considerations, the programs are designed so that an officer's time under instruction is utilized as efficiently as possible, and his education is subsequently used as effectively as possible. Participation, therefore, is normally limited to one curriculum—to be completed during a normal

tour of shore duty—which will raise the academic level of participants in the following manner:

Those already holding a master's degree undertake studies toward a PhD in the same or directly related field;

Those with a bachelor's degree plus significant postgraduate credits pursue a technical or non-technical curriculum, usually related to fields previously studied;

Those with a bachelor's degree, or the equivalent, enter (1) an advanced technical postgraduate curriculum, with or without one or more terms in engineering science curriculum; (2) a non-technical postgraduate curriculum; or (3) an engineering science curriculum;

Those without a degree, who have a minimum of 45 semester hours of undergraduate credit, are enrolled as candidates for either a Bachelor of Arts or Bachelor of Science degree.

Many of the top universities in the nation are included on the list of Navy-patronized schools for postgraduate studies, as well as the Naval Postgraduate School, Monterey, Calif. Undergraduate studies are pursued at USNPGS.

Exceptions to the "one curriculum per person" rule include the following:

- Participation in PhD studies may be authorized during a subsequent normal tour of shore duty after an officer has established academic eligibility through Navy-sponsored studies;

- Officers who were available for only one year of postgraduate study, and who successfully completed the one-year engineering science curriculum, remain eligible to participate in advanced technical postgraduate work during a subsequent tour of shore duty;

- Those who are required, because of a specific billet, to partici-

pate in a non-technical field of study not related to previous technical training remain eligible to pursue advanced non-technical studies; and

- Those who complete the BA/BS curriculum in the undergraduate program are eligible to participate in postgraduate studies during a subsequent shore tour.

Following is a description of the two programs as they presently exist:

Postgraduate Education

The postgraduate program consists of curricula formulated to suit the needs of the Navy. They include one-year special curricula in engineering science, naval management and international relations.

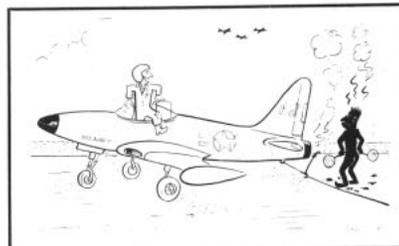
- **Engineering Science.** This curriculum is conducted at the Naval Postgraduate School, Monterey, Calif. With its flexibility, it is utilized as a means of qualifying a large number of officers, of diverse educational backgrounds, for ultimate transfer to the two-year technical curricula.

Students who possess the basic mathematics and science required for subsequent transfer to the technical curricula and who wish to compete for quotas will be enrolled in mathematics and science courses, normally for a period of 20 to 30 weeks. At the end of this period, those who qualify and are available will be transferred to one of the two-year technical curricula.

Those who either do not qualify, are not available or do not desire the two-year technical curricula will be continued in the one-year terminal engineering science curriculum. Officers in this category take courses in mathematics, mechanics, electromagnetics, electronics, radiation and atomic physics, nuclear physics, fundamentals of operations analysis, digital computers and oceanography to supplement and fortify earlier undergraduate education.

- **Naval Management.** Also conducted at USNPGS, this curriculum is designed to provide officers with increased education in management which will improve their capabilities for organizing, planning, directing, coordinating and controlling activities in which the resources of men, money and materials are combined to accomplish Navy objectives.

The program permits limited specialization in fields of interest to



"Boy, was THAT a hot landing!"

sponsoring bureaus and agencies. In addition to the main curriculum, elective course sequences are offered in economics and systems analysis, financial management, personnel management and material support management.

Naval management is considered an appropriate field of study for officers who have previously completed a technical postgraduate curriculum and are otherwise within the general area of eligibility.

● **International Relations.** This curriculum is conducted at American and Harvard Universities. Its primary objective is to equip officers with a better understanding of the international situation, including awareness of the role of seapower in world affairs.

In general, officers participating follow a program of study of one calendar year which is designed to fit the particular background and interest of the individual, within available course offerings of the respective institutions at which enrolled.

● **Naval Postgraduate School.** The rapid development of weapons systems and changes in naval warfare as a result of technological advances have resulted in greatly increased requirements for Navy officers with educational backgrounds in technical fields of study.

Technical curricula conducted by the Naval Postgraduate School are designed to provide officers with the knowledge required for intelligent technical direction of the Navy's activities in fields such as aeronautics; communications; electronics; environmental sciences; naval, electrical and mechanical engineering; nuclear effects; data processing; operations analysis; systems analysis; and weapons systems.

Officers are educated in these specialized areas to meet postgraduate billet requirements.

● **Civilian Schools.** Some technical and non-technical instruction is conducted at civilian educational institutions known for their excellence in specific fields of study. These civilian schools complement the offerings of USNPGS.

● **Defense Intelligence School.** The postgraduate curriculum conducted by this school provides instruction in the basic principles and techniques of intelligence operations. Qualified officers, upon graduation, may be

given an opportunity to continue their instruction in a foreign language and area study program at the Defense Language Institute.

● **PhD Studies.** Limited numbers of exceptionally competent officers are offered an opportunity for education to the doctoral level in fields of study consistent with the needs of the Navy. Such studies may be undertaken at USNPGS or at selected civilian educational institutions. They may be accomplished by continuation of studies in a curriculum in which already enrolled, provided the degree is attainable in a maximum shore tour of four years, or through direct enrollment subsequent to a previous period under instruction for the purpose of pursuing studies to

the doctoral degree level. Candidates for PhD studies will be considered by a special selection board in late 1965.

Eligibility. Since additional education is most desirable early in an officer's career, the "educational group" concept has been adopted by the Navy.

An educational group comprises all unrestricted line officers completing their first operational sea tour or their obligated service, whichever occurs first, between each period from 1 February to 31 January.

Educational group 1966, for example, is comprised of officers who will complete either of the above between 1 Feb 1966 and 31 Jan 1967. This group will be considered

NOW HERE'S THIS

We Told You It Was Coming—Now Gaku Is Here (Almost)

The world has long since abandoned its concern for developing a better mousetrap. The world (and the Navy) are now interested in building a better computer.

The Office of Naval Research got wind of just such a system and awarded a contract for its development. The system has a name—Gaku which is a Japanese word denoting learning.

Most computers require fully detailed instructions specifying step-by-step procedures in arriving at the solution of a given problem. This has always been a satisfactory method so long as each step in solving the problem is known. In cases where some of the procedures required to solve a problem are not yet known, the old systems are helpless.

Not so with Gaku.

Gaku works in four shifts—the first involves a mechanism which manipulates basic operations and programs which have previously been laid out by humans.

The second time Gaku shifts gears, it goes into the key component. This is the problem-oriented mechanism responsible for determining the system's overt behavior.

This mechanism constructs and carries out the required sequence of actions which leads to the solution of a given problem. It contains the procedural rules which choose actions more efficiently than can be done through random trial-and-error search.

These rules, however, are chosen step-by-step—causing the mechanism to attack problems in piecemeal fashion and making Gaku lose sight of the big picture.

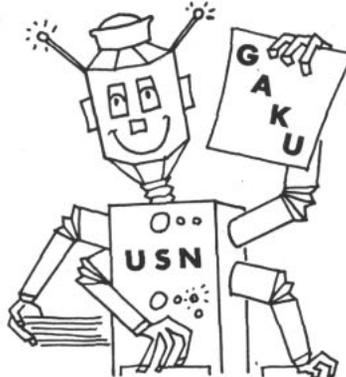
Mechanism number three is devoted to an over-all view. It does the planning and is capable of analyzing the structure of a given problem and placing guideposts on the road to the solution.

After surveying the task as a whole, the third mechanism subdivides the task into a hierarchy of sub-tasks, each of which is supposed to be easier to perform than the original. These sub-tasks constitute a rough sketch of action to guide the second mechanism.

The fourth, or induction mechanism of the computer, takes an even larger view of a given task. The induction mechanism can survey the system's past experience with various problems and apply relevant experience to new problems.

In other words, Gaku can learn. Man can teach it until the system gradually increases its capability as it works.

As of now, the system is still in a rudimentary stage. Later, however, Gaku should be able to receive suggestions in a flexible and broad manner resembling the way a human student is taught.



by the selection board convened this summer. Postgraduate selectees from education group 1966 will be ordered to school either in the summer or fall of 1966, or in January 1967.

An officer's availability for school assignment is a major consideration. Provisions are in effect whereby most principal selectees who are not available to commence studies at the specified time can be carried over for assignment with a subsequent education group.

For example, officers selected as principals for technical postgraduate curricula but not available for school assignment in 1966 will be added to the list of principals in the year of their first availability, provided they maintain their professional qualifications.

Officers in education group 1966 selected for non-technical postgraduate studies, but not available for assignment in 1966, will be considered a second time along with education group 1967. Those twice selected as principals for non-technical courses will be added to the list of principals in the year of their first availability.

The curricula available for officers in categories other than Unrestricted Line sometimes vary slightly from year to year. In general, officers in the grades of lieutenant through commander, in each category, who are professionally and academically qualified, are considered for selection for appropriate curricula.

Variations to this during the current cycle include Line lieutenants (junior grade) with 14XX designators, who will be considered for technical curricula, and CEC lieutenants (junior grade)—if in the lieutenant zone—who will be considered for construction and engineering curricula.

Academic Prerequisites. For technical postgraduate curricula conducted at USNPGS, including engineering science, a baccalaureate degree or the equivalent is required. The equivalency of the degree is interpreted as the successful completion of 120 semester hours of work from an accredited institution of higher learning.

In addition, a background is required in those science/engineering fields which would provide a foundation for the selected curriculum. A pattern of above-average grades in differential and integral calculus and physics is considered minimal for direct enrollment in all two/three-year technical curricula.

Prerequisites for other categories include:

- **Naval Management.** Officers must possess a baccalaureate degree or the equivalent, including a minimum of two semesters of college mathematics at or above the college algebra level, and with a C average or better in the quantitative portions of their programs. Completion of previous courses in differential and integral calculus is highly desirable.

- **Civilian Institutions.** In general, civilian educational institutions participating in the Navy's postgraduate educational program require a baccalaureate degree for admission. In addition, Navy officer candidates for certain curricula must meet university requirements by successful completion of admission or aptitude tests.

Navy officers selected under this category must gain admission to the university concerned by submission of appropriate applications with supporting documents.

- **PhD Studies.** To become a candidate for consideration for assignment, on a direct enrollment basis, to studies at the doctoral degree level, an officer must already possess a master's degree in the field in which further education is desired.

- **Defense Intelligence.** Officers normally should possess a baccalaureate degree or the equivalent from an accredited educational institution.

Obligated Service—Officers must serve on active duty after completion of postgraduate studies for a period of one year for each six months under instruction, or fraction thereof. This period is in addition to any incurred upon commissioning and such other obligated service.

Those selected who do not wish to incur the additional obligated service

may decline the assignment without prejudice to their professional record.

Application—The action required by individual officers desiring postgraduate education is prescribed in the current edition of BuPers Notice 1520.

Particular importance is placed on the requirement for individuals to accept or decline an assignment to school if selected. Orders will not be issued to those who decline, following the procedures outlined in the BuPers Notice announcing the names of selectees.

Undergraduate Education

The purpose of the undergraduate program is to provide coverage in the humanities and science or engineering areas to adequately support Bachelor of Science or Bachelor of Arts degrees and, additionally, to provide instruction in naval professional courses. Officers spend from one to two years in the program, depending upon the amount of credit given for prior undergraduate work.

Eligibility—Regular Navy Unrestricted Line and Supply Corps officers in the grades of LTJG through LCDR who have not failed of selection, will not reach their 40th birthday by the time the board convenes, and have the required academic prerequisites may apply for this program.

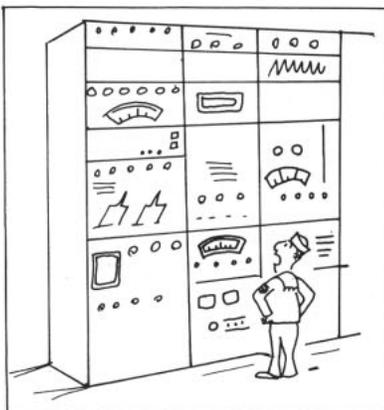
Applicants must have an advanced undergraduate standing of at least 45 semester hours from an accredited educational institution, with a minimum C average. Previous undergraduate work must include study of mathematics through college algebra.

As credit for no more than 30 semester hours will be granted for service schools attended, at least 15 semester hours of credit will be required from other educational institutions.

Officers who have participated in the Five-Term Program or who have previously attended a postgraduate curriculum of one academic year or longer are not eligible for the undergraduate educational program.

The same obligated service stipulation applies to this program; that is, participants must serve on active duty for a period of one year for each six months under instruction, or fraction thereof, after completion of studies.

Application—A letter request is required initially to establish an officer's academic eligibility for under-



"I'm new here. Do I press, push or pull?"

graduate education. The letter must include date of birth, date of commission in the Regular Navy and date of rank. Enclosures must include two copies each of official high school and college transcripts, and an original and one copy of completed Application for Credit for In-Service Educational Experiences (DD Form 295), listing all service schools.

Officers who have previously established their academic eligibility for undergraduate education will be considered for the baccalaureate degree curriculum appropriate to their respective undergraduate background without further application, when due for shore duty, if they have indicated their preference on NavPers 2774 (Officer Preference and Personal Information Card).

Catching Up on Your Reading? Check New Titles Compiled By Advisory Committee

A new Navy-Marine Corps officers' reading list has been published. Reading lists, selected by the Sec-Nav Reading Program Committee, are announced periodically to encourage naval personnel to read significant books and articles for intellectual growth and development.

The committee's choices do not imply official endorsement of the publications or the views of the authors. Recommendations are intended as guides only, not as an obligation to read the material. The list is compiled by an advisory committee of naval and civilian specialists. Recommended books are:

The Machinery of the Brain by Dean E. Wooldridge, McGraw-Hill, 1963.

The Mind by John Rowan Wilson and *Life* editors, Time Inc., 1964.

Ocean Sciences edited by Captain E. J. Long, U. S. Naval Institute, 1964.

The New Meaning of Treason by Rebecca West, Viking Press, 1964.

The Spy Who Came In From the Cold by John Le Carré, Coward-McCann (hardback) or Dell (paperback), 1964.

The Craft of Intelligence by Allen Dulles, Harper and Row (hardback) or New American Library (paperback).

Soviet Strategy at the Crossroads by Thomas W. Wolfe, Harvard University Press, 1964.

The Communism of Mao Tse-Tung by Arthur A. Cohen, Univer-

sity of Chicago Press, 1964.

Conflict in Laos: The Politics of Neutralization by Arthur J. Dommen, Praeger, 1964.

Street Without Joy: Insurgency in Indochina by Bernard B. Fall, Stackpole, '964.

The Two Vietnams: A Political and Military Analysis by Bernard B. Fall, Praeger, 1964.

African Heritage: Intimate Views of Black Africans from Life, Lore and Literature edited by Jacob Drachler, Crowell-Collier, 1963.

Diplomat Among Warriors by Robert Murphy, Doubleday (hardback) 1964, or Pyramid (paperback).

The books recommended will be available to Navymen through shipboard libraries and the general shore-based libraries so far as funds are available. Individuals may borrow books on the lists, by mail, directly

from the following Auxiliary Library Service Organization outlets:

- Chief of Naval Personnel (G14), Department of the Navy, Washington, D.C. 20370 for Navymen in Northeast, Europe or Middle East areas.

- Commanding Officer, U. S. Naval Station (Library-ALSC), Bldg. C-9, Norfolk, Va. 23511, for Navymen in Southeast, Mediterranean or Caribbean areas.

- Commanding Officer, U. S. Naval Station (Library-ALSC), San Diego, Calif. 92136, for men in Midwest, Southwest or Pacific Coast.

- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 20, FPO San Francisco 96610, for personnel in Pacific, Hawaii areas.

- Commanding Officer, U. S. Naval Station (Library-ALSC), Box 174, FPO San Francisco 96630, for men in Far East and Guam areas.

WAY BACK WHEN

Early Ships Had Nice Figures

In sailing days, figureheads were as much a part of the ships as the sails. They were worshipped, loved and mocked; they were the basis of superstition to many, while to others they were a source of inspiration. Although they served no practical purpose, hardly a ship sailed without a figurehead of some type.

Figureheads were always mounted in one place—at the bow under the bowsprit. But the figureheads themselves were quite varied. They were carved in the likeness of religious figures, sweethearts, the ship's owner, his daughter or some distinguished politician.

Roman war galleys bore animals and human figures while Greek vessels were adorned with beautiful ladies in flowing robes.

In medieval times ships went to sea with

colorful altars and saints on their prows. But as times changed, the figureheads became female figures that varied from coy to roguish.

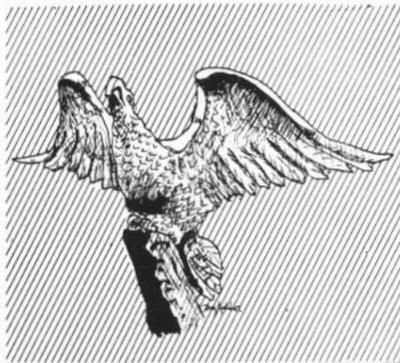
In the 17th Century, soldiers in bright armor mounted on horses appeared on ships.

The most characteristic American figureheads were full-length female figures larger than life-size. Generally, they were carved in pine and then painted and gilded. Seldom were they made from a single block—more often they were several pieces doweled together. Arms usually were detachable so they could be removed during rough weather.

As ship construction turned to iron and steel, wood carvings were no longer suitable, and carvings were simplified to a form of a scroll or billet head. Also, when the steamer came into existence, ships no longer had the clipper type bow which had lent itself so well to a figurehead.

The Navy, in 1907, ordered that figureheads be removed from naval vessels and be sent to the state for which the ship was named. Nevertheless, as late as 1914 many battleships came from the builders' yards with considerable scrollwork. Today, except for a few yachts, it is hard to find a vessel with a figurehead or even a small amount of scrollwork.

There are many figureheads still to be seen—in nearly any Navy or Merchant Marine museum for example. Check the March 1965 issue of *ALL HANDS* (page 14) for information on museums and their location.



Figurehead of USS Lancaster

USS



ALL HANDS SPECIAL SUPPLEMENT

SKIPJACK

E-1
SS 184
SSN 585

WHEN THE NUCLEAR sub *USS Skipjack* (SSN 585) was commissioned back in March 1959, commentators simply couldn't find enough glowing words to describe her.

"Most extraordinary naval vessel ever built . . . Subs like *Skipjack* are task forces in themselves . . . Riding in a jet plane can't compare with it. You expect speed in an aircraft. But *Skipjack's* speed in the dense medium of water is truly astonishing."

And as ADM Arleigh A. Burke, then Chief of Naval Operations, commented at *Skipjack's* commissioning, she was "the forerunner of a new generation of submarines," combining nuclear propulsion and a streamlined hull of new design to give the greatest submarine performance in history.

And dive? The sub's first commanding officer, CDR William W. Behrens, Jr., USN, cleared up that matter. "We only plan to make one dive. And that's at the beginning of a cruise."

From the beginning, it was anticipated that the pilot, co-pilot and "flight engineer" would fasten their seat belts before going into the sub's high speed maneuvers. (You will note that already the submariners were falling into airmen's jargon). The balance of *Skipjack's* crew, 75 enlisted men and nine officers, were to hang on to straps like subway commuters during the ship's twists and turns, banks, half-rolls and quick dives.

So what was all the fuss?

Skipjack was, and is, the first of a class intended to serve as antisubmarine submarines. She incorporated everything the U. S. Navy had learned about submarines since the first was commissioned back in 1900.

The most conspicuous feature was her shark-shaped (or whale-shaped, depending upon your point of view) hull, which had been designed as a result of experience gained with the diesel-powered *Albacore*. She was driven by a single propeller and carried her diving planes on her sail. Dockside boarding was by means of the diving planes which led to the main hatch.

Operation was also different from that of her predecessors. Crew men of diesel-powered subs were interested to note that, to fill ballast tanks and submerge, the operator simply pushed a series of buttons. *Skipjack's* pilot, after course, speed and depth were determined, set the automatic pilot then sat back and relaxed, much like his counterpart on a trans-ocean plane. Electronic gadgets throughout the ship replaced much of the routine drudgery of submarine operation.

Quite a ship.

IN THE FEBRUARY issue of ALL HANDS, Jon Franklin had a few thousand words to say concerning the rapid development of ships, hardware and men in the Navy. As he remarked, "We don't know precisely what's going to happen in the next ten years, but we can be sure that this will be a much different canoe club in 1975."

True. With this in mind, we would like to introduce to you the first *Skipjack* to be commissioned in the U. S. Navy. A glance at the second *Skipjack* will also be instructive.

The first *Skipjack* was also something of a pioneer in design and operation. It was her class that was the first

to be equipped with radio and the first to be powered by diesel engines. She was 135 feet long, with a beam of 14 feet. Her normal displacement was 287 tons, and she had a top surface speed of 14 knots. Armament consisted of four torpedo tubes. Her crew consisted of one officer and 19 enlisted men.

She was launched in May 1911 and named *Skipjack*; then, in November of that same year her designation was changed to E-1 which she retained throughout the balance of her career although she continued to be referred to as *Skipjack*. She was placed in commission in February 1912, then operated with the Submarine Flotilla, Atlantic Fleet, until World War I, when she was attached to the Submarine Force based in New London.

(It might also be mentioned here that a young lieutenant, Chester W. Nimitz, fitted out *Skipjack* and took command of her in 1912. He was later to take command of the entire Navy as Fleet Admiral).

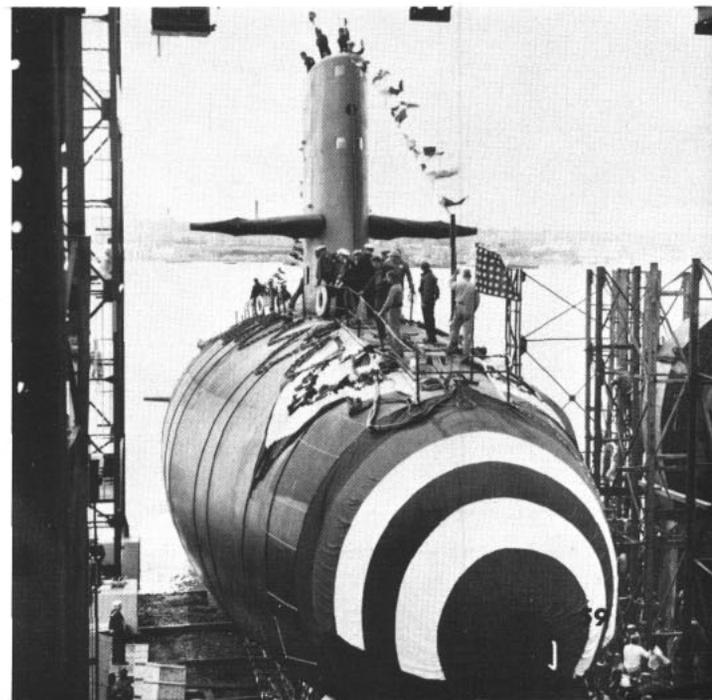
Then, in 1917, someone came up with a bold proposal. In view of the international situation and the possibility that the United States might be drawn into the European conflict, it would be comforting to have a few subs, as well as surface ships, on station when the inevitable arrived.

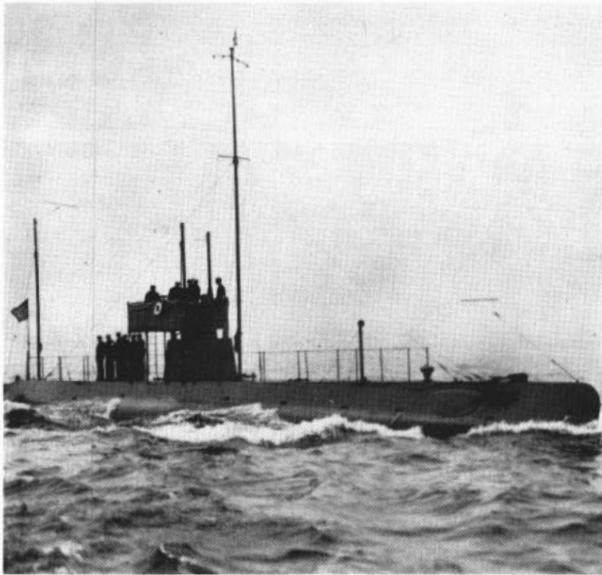
Thus, in December 1917, *Skipjack* in company with seven other subs, in tow by four tugs, departed Newport bound for Ponta Delgada, Azores, for operation with U. S. naval forces in European waters.

Skipjack, in company with *uss L-11*, was under tow by *uss Lykens* (AT 56). Others in the little flotilla included *L-3* and *L-4*, under tow by *uss Bushnell* (AS 2); *Conestoga* (AT 54) had the subs *L-1* and *L-2* under tow; and *Genessee* (AT 55) played mother hen to *L-9* and *L-10*. Speed was 7.5 knots; course SE by E.

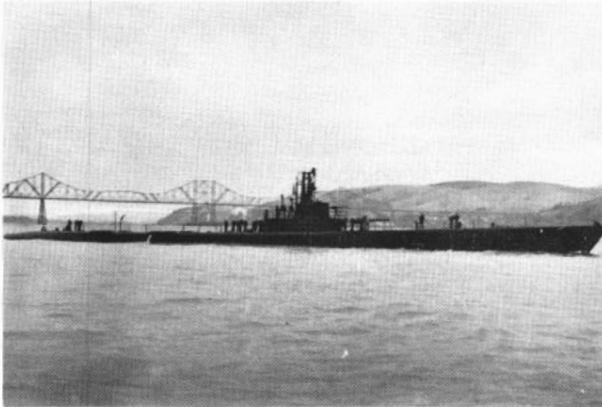
For the next two days, in fair weather, the four tugs and eight subs did just fine as they covered 180 miles

NOT EVEN A SPLASH—*USS Skipjack* was launched in 1958, combining nuclear power and shark-shaped hull.





USS SKIPJACK, E-1, performs for naval review in October 1912. This sub remained in service until 1921.



SS 184, SKIPJACK II, is shown in 1944. She was a workhorse in WWII, sinking 42,000 tons of enemy shipping.



SSN 585, SKIPJACK III displays her shark-like body and sail with diving planes during builders' trials in Atlantic.

per day. Then they ran into trouble. Excerpts of *Skipjack's* log give the picture:

7 December—Northeast gale increased in violence. After unsuccessful attempts to release towing cable, *E-1* was kept on towline for six hours, when the towing hook was finally released. After getting clear of *Lykens* and *L-11*, course was changed to run before the wind. 27.1 miles midnight to noon while being towed; 56 miles from noon to midnight, when engines were started at 4:00 pm. Heavy seas carried away all deck locker doors. Mooring line adrift. Fouled port screw and after diving rudder.

8 December—Continued running before the wind. After slight lull, gale increased in force and continued all day and night. Sighted what seemed to be one of the tugs headed west but evidently not seen by her. About 3:00 pm intercepted radiogram from *Bushnell* to subs giving rendezvous for 3:00 pm this date or, failing that, Bermuda Island. Unable to make 3:00 pm rendezvous, made course for Bermuda, speed two knots (39 miles midnight to noon; 49.9 miles noon to midnight).

9 December—Gale continued full force, ship headed NE by E. Sighted big freighter which steamed away on sighting us. (76.3 miles from midnight to noon; 61.5 miles from noon to midnight. During this period, starboard engine only was used, as port engine was still fouled with towing line).

10 December—At daylight with gale still full force, found forward radio mast carried away and wooden bow rudder guard awash. Sky gave evidence of clearing, but storm did not abate. (63.8 miles from midnight to noon; 56.7 miles from noon to midnight. On each day port engine would be run for an hour or so on batteries).

11 December—Wind still blowing strong. Making two knots against the sea. 39.8 miles midnight to noon; 59.7 miles noon to midnight. Wilcox, A. H., QM 2/c received first-aid treatment for acid burn in left eye. No permanent injury.

12 December—Storm abated enough during night to allow clearing topside wreckage and rerigging radio antenna. Put man overside and cleared port screw and diving rudder. Went ahead on engines at 7:00 am, speed nine knots, increasing to 10 knots at 8:00 am. (69.5 miles midnight to noon; 123.1 noon to midnight). All hands cleaned up boat and made repairs.

13 December—At 8:00 am, speed 11 knots. Sea moderate, weather fair. At 4:20 pm spoke Italian merchantman, requested convoy into Bermuda as precaution in view of disabled diving gear. Anchored at 7:30 pm.

14 December—At 1:00 am new storm broke. Anchor carried away which forced us to cruise about channel until daylight. Secured to *Bushnell* off Ireland Island at 8:00 am. Held medical inspection of crew and took aboard spares and provisions from *Bushnell*.

So much for *Skipjack's* vacation cruise to sunny Bermuda. She remained tied up to dock until 31 December when, after repairs, she made it to Ponta Delgada in January 1918. We can't say for certain whether or not she actually crossed the Atlantic under tow or on her own power.

Skipjack's Azores patrol was about the extent of her career. Developing battery trouble in September, she was returned to New London, was placed out of commission in 1921 and sold in 1922.

Contrary to some reports, *Skipjack* was not (to the best of our knowledge) the first submarine to cross the Atlantic, nor was her squadron (*L-1, L-2, L-3, L-4, L-9, L-10* and *L-11*) the first to reach the Azores. *K-1, K-2, K-5* and *K-6* preceded them by three months, arriving in the Azores in October 1917.

THE SECOND *Skipjack* (SS 184) was a boat of an entirely different nature. It might be said that, except for experimental value and the necessity of development, *Skipjack I* was not really a bargain even though her original cost was, without doubt, minuscule in comparison with her later namesakes. Nevertheless, it was necessary for her to exist to make possible the truly formidable weapons we have today and will have tomorrow.

SS 184 really earned her keep.

Her future did not appear particularly promising when as a three-year-old, she was caught with her engines down for overhaul when the Japanese bombed Manila on 8 Dec 1941. This was after her commissioning in June 1938, routine shakedown in the Atlantic, transfer to San Diego in 1939, then, two months before Pearl Harbor, assignment to the Asiatic Fleet.

Despite the distractions of well-nigh continual bombing, the crew managed to ready *Skipjack* for sea by the following day and off she went for her first of many war patrols.

Shortly after arriving on station off the island of Samar, during the early part of the patrol, she sighted a cruiser with two destroyers. The boat was detected before she could fire, and she received a thorough depth charge attack. During this time, the obsolete main engine exhaust valves leaked, flooding two main and one auxiliary generators. The bilges were flooding slowly and the noisy type drain pump then in use brought an additional trail of depth charges from the cruiser's escorts. The best that could be said for *Skipjack* on this, her first, patrol was—she survived.

The final portion of the patrol was spent in the Celebes Sea area. The boat received its fuel during the night from an exceedingly jittery Balikpapan oil depot. Liberty was granted and all hands had their first good bath in nearly two months. Leaving early next morning submerged, the CO was able to watch the Japanese bomb the oil fields, and as *Skipjack* left the harbor, the surface was ablaze with burning oil.

The next venture was a patrol in the Celebes Sea-Lombok area, just before Darwin was bombed. (*Skipjack* had refitted alongside *uss Holland (AS 3)* in Darwin just a few weeks before.) The highlight of this patrol was a shot at a Japanese carrier. A shot, but no hit.

The third run was made in the Celebes, Sulu and South China seas. Better luck this time. Four cargo ships totaling 29,000 tons were sunk, all by torpedo fire. On one occasion, contact was made by a gunner's mate on lookout at an estimated range of 23 miles. (That's what the log says.)

The fifth patrol was a little hairy. After sinking a 7000-ton AK off Truk, *Skipjack* sighted a Japanese destroyer on a parallel heading at night. *Skipjack* didn't have time to reload her torpedo tubes, so she made a quick dive. The destroyer promptly advanced to a rearward position of about 4500 yards and circled the boat, valiantly dropping depth charges. Then she went away from there and *Skipjack* resumed her patrol.



SKIPJACK engine man checks reactor fresh water temperature as the nuclear powered attack submarine cruises.

IT WAS A GOOD THING that the crew had plenty of experience behind them on *Skipjack's* ninth patrol. While in the Carolines-Marianas area, contact was made on another 7000-ton AK. The attack was a night radar and periscope approach. After submerging for the attack and just before firing, sonar reported fast screws approaching. A glimpse through the periscope showed a destroyer coming their way. *Skipjack* got off four hits from the bow tubes on the destroyer, then shifted back to the AK with her stern tubes.

One of the valves stuck open and the after torpedo room started to flood. The torpedomen were unable to get the emergency valves closed until the boat had taken on almost 14 tons of water. This resulted in a large up angle and the boat surfaced. While this was going on, communications were cut between the after torpedo room and the rest of the boat.

Through it all, the gyro setter operator and torpedo-man stayed at their stations. The gyro setter operator kept his angles set although his machine was under water most of the time and he came up for air only when he had to. By the time the boat was under control, the water had reached the tops of the upper tubes.

Meanwhile, *Skipjack* had managed to get a hit on the AK.

BY THIS TIME, it was getting well into 1944 and the tenor of the war had changed. Instead of being the hunted, U. S. subs were the hunters. Good targets were becoming harder to find. *Skipjack* took a break from her routine war patrols to test a new type of torpedo in the cold waters in the vicinity of Pribilof Island, then went on her 10th, and final, patrol.

But war could still be dangerous and uncomfortable. While engaged in a gun fight with a small sub chaser, *Skipjack's* CO, CDR R. S. Andrews, USN, received a .25 caliber slug in his hand as he was observing the enemy vessel through binoculars. *Skipjack* sank the sub chaser, then later in the patrol damaged a 3000-ton AK and exchanged blows with a *Kamikaze* class destroyer.

For *Skipjack*, the rest of the war was, relatively speaking, a vacation. Her next assignment was duty in con-

nection with the Sound School under the direction of Commander Destroyers Pacific. This meant independent duty, which was the first of its kind for *Skipjack*. During the three-month tour of duty at Ulithi Islands, all hands lived more or less like natives. Everyone worked on their sun tans, practiced swimming and did extensive research in the art of loafing. Acting as a target was ridiculously easy after the crew's earlier experiences. A simple run at 100 feet, either steady on course or evasive action as required.

At first, on her trip back to New London at war's end, the crew felt somewhat suicidal at the practice of showing running lights and smoking on deck, but the easygoing practices of peace were learned readily.

For the next few months she helped test new torpedoes, acted as a school ship and, as a break in her routine duties, rescued a party of 19 persons who had drifted out to sea in a disabled fishing boat.

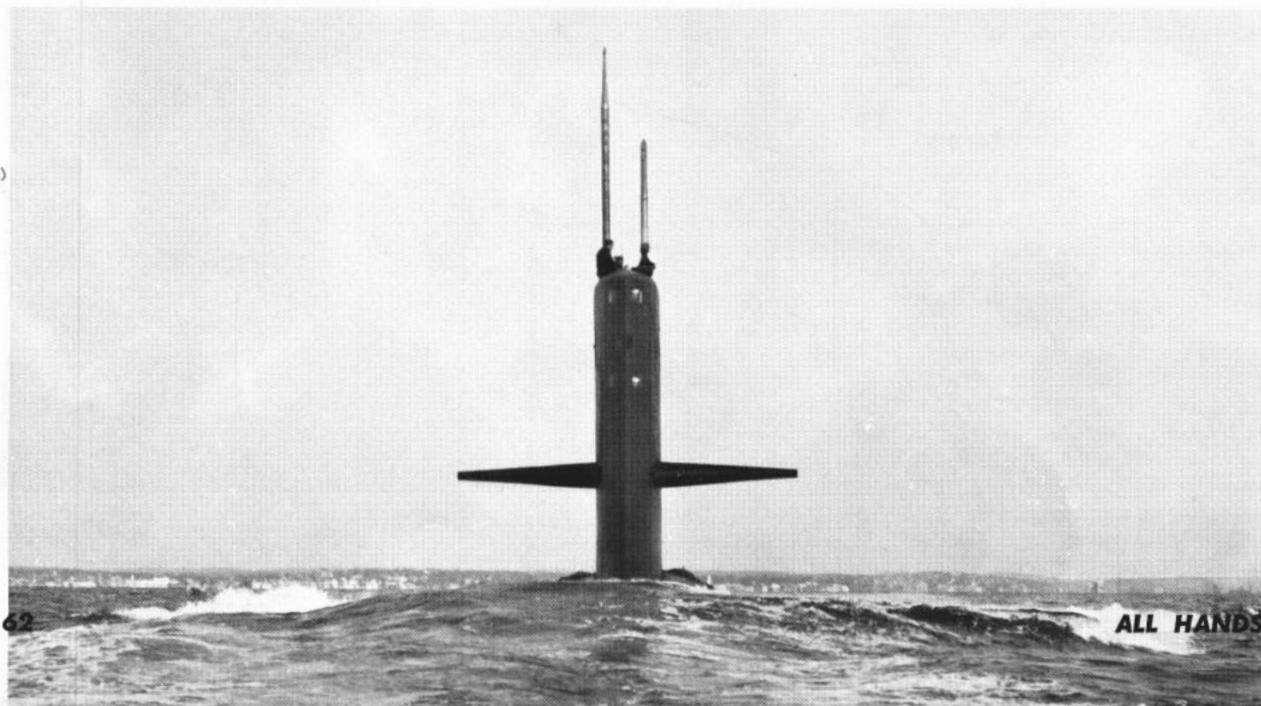
Designated as a target ship, she survived two Bikini atom bomb tests. She continued to serve the U. S. Navy in one capacity or another until finally, in 1948, she was sunk by a barrage of aircraft rockets during war games off the West Coast.

Some 25 years separated Skipjack I from Skipjack II. But more than a relatively brief span of time distinguished the one from the other. Skipjack I was unable to cross the Atlantic without outside assistance and she was very nearly lost in what must have been a routine storm. Her military value was negligible. Serving on board required a sense of dedication, a strong stomach and massive endurance.

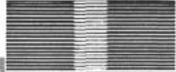
Skipjack II was not one of the headline-winners of her war. She did a sound, workmanlike job, sinking more than 42,000 tons of enemy shipping and damaging another 30,000 tons. She earned seven battle stars on her Asiatic-Pacific Area service medal, survived four years of intense warfare and was still going strong at the end.

During the 21 years between the commissioning of Skipjack II and Skipjack III, it is safe to say that the progress in the development of submarines has been considerably greater than it was in the period between Skipjack I and II.

LOOKING LIKE a sea monster rising from the deep, *Skipjack's* sail towers out of the water during builder's trials.



DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ GRIFFIN, CHARLES D., Admiral, USN, as Deputy Chief of Naval Operations (Fleet Operations and Readiness) from December 1961 to June 1963. The readiness and proper deployment of U. S. Navy forces during the Cuban quarantine were a major concern of ADM (then VADM) Griffin. His perception and understanding, both of possible measures available to our forces and of the likely response to be expected of our adversaries, enabled him to discharge his responsibilities during this crisis with great skill. Under his leadership, the concept of specially trained counterinsurgency teams was developed, and the first Sea Air Land (SEAL) teams were established. He also helped introduce into the Fleet such important contributions as the Automatic Air Intercept Control Computer, Drone Anti-submarine Helicopter (*Dash*) weapon system, P3A *Orion* patrol plane and Fleet Computer Programing Centers.

★ MOORER, THOMAS H., Admiral, USN, as Commander, U. S. Seventh Fleet from October 1962 to June 1964. ADM (then VADM) Moorer demonstrated a superb grasp of tactical and strategic considerations in maintaining a high level of readiness in the Seventh Fleet during a period of markedly increased tension. His management of available resources insured rapid and effective response in contingencies where the maintenance of the most delicate balances of power was in the highest national interest. Through his understanding of inherent politico-military considerations, and close personal relationship with the chiefs of state and other leaders in the Far East, he contributed materially toward strengthening the bonds between the United States and her allies in that area.

Gold Star in Lieu of Second Award

★ SCHOECH, WILLIAM A., Vice Admiral, USN, as Chief of Naval Material from 1 Jul 1963 to 28 Feb 1965. Responsible for the organization, command and operating philosophy of the Naval Material Support Establishment, VADM Schoech achieved a cohesive and highly motivated organization in record time. He achieved a major change in

Navy material organization without disruption of functions or loss of morale among the personnel affected. VADM Schoech's direction established cost reduction records within the Department of Defense and reduced procurement processing time.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BLICK, CHARLES A., Rear Admiral, SC, USN, as Executive Director, Procurement and Production, Headquarters Defense Supply Agency, from 18 Jan 1962 to 26 Mar 1965. Through his direction, policies and procedures were developed for the management and execution of the Defense Supply Agency's procurement and production functions involving a vast procurement buying program. He achieved the most advanced methods and techniques compatible with the agency's requirements, resulting in substantial economy and effectiveness in the conduct of the procurement mission.

★ MULLER, WILLIAM F., Captain, SC, USN, as Supply Officer of the U. S. Naval Station, Norfolk, Va., from 5 Aug 1963 to 8 Mar 1965. CAPT Muller was responsible for effecting substantial reductions in inventories, reducing requirements for warehousing facilities, decreasing issue processing and receipt take-up times, significant reductions in AOC/P/ANFE and work stoppage rates, and an unusually effective approach to personnel management by voluntarily reducing on board personnel ceiling, thereby reducing over-all operating costs without individual hardships.

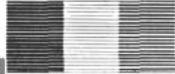
★ MURPHY, OWEN B., Captain, USN, as Commander Military Sea Transportation Service, Pacific Area, and as Chief of Staff and Aide to Commander MSTs, Pacific Area, from 19 Jun 1961 to 14 Nov 1964. His professional skill, judgment and resourcefulness markedly improved the operational readiness of MSTs, Pacific Area, and enhanced the prestige and objectives of MSTs and the U. S. Navy.

★ WARD, ALFRED G., Vice Admiral, USN, as Commander U. S. Second Fleet, from 20 Oct 1962 to 2 Aug 1963. Assuming command of the Second Fleet within two days of the promulgation of the

Cuban quarantine order, VADM Ward swiftly completed moulding the ships, aircraft, and personnel of this command into a powerful instrument of national policy in the quarantine area. His forces prevented any untoward occurrences, and were instrumental in preventing any further escalation of the rapidly developing crisis. Throughout his tenure as Commander U. S. Second Fleet, VADM Ward maintained a high state of readiness and effectiveness in his area of responsibility.

Gold Star in Lieu of Second Award

★ TAYLOR, EDMUND B., Rear Admiral, USN, as Commander ASW Forces, U. S. Atlantic Fleet, from February 1960 to November 1963. During the Cuban crisis of October 1962, Admiral Taylor effectively utilized ship and airborne detection equipment to maintain successful surveillance of all Soviet Bloc vessels in the entire Atlantic area while continuing to provide ASW protection to the quarantine forces. The effectiveness of his units provided an extremely formidable deterrent to the use of submarines against the blockade forces. He has been particularly effective in establishing efficient, cordial and effective command relationships with our Canadian allies to the end that our total ASW forces may now complement each other and function as one force.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ SLEMPA, PETER P., Jr., boilerman first class, USN, for assisting in the rescue of flood victims in the Danang area, Republic of Vietnam, on 3 Nov 1964. Traveling across the already flooded Danang River bridge, Slempla, observing many Vietnamese flood victims in various stages of distress, rendered immediate assistance, leading or carrying people on his back from seriously endangered areas to his truck. After making four round trips to safe locations, he searched homes for other flood victims and was responsible for saving many lives. During this period, heavy rains, gusty winds, a water level of several feet on the bridge roadway and floating debris carried by swift currents made rescue efforts extremely hazardous. Slempla continued in his rescue efforts until river and road conditions made further efforts on his part impossible.

TAFFRAIL TALK

A RECENT CEREMONY in the U. S. Naval Academy Museum again brought to public view the accomplishments of Albert A. Michelson, one of the Academy's most eminent graduates, who later taught at USNA and won the Nobel prize in physics.

A copy of a recently discovered report was presented to the Secretary of the Navy. The report was the one in which Michelson described the experiment by which he first accurately measured the speed of light. Michelson's new knowledge eventually led him to the discovery that light was constant. This in turn, led to Einstein's theory of relativity.

Michelson graduated from the U. S. Naval Academy on 31 May 1873. During his midshipman years, he was a good fencer and tennis player and the Academy's top lightweight boxer.

Academically, he finished first in optics, acoustics and drawing. He was second in mathematics but was fourth from the bottom in seamanship.

After his graduation, Michelson served at sea and, in 1876, returned to the Academy where he remained until September 1880 as an officer instructor in physics and chemistry. He was then sent to Europe by the Navy for advanced study.

After he left the Navy, in 1882, Michelson became a professor of physics in the Case School of Applied Science. Eventually he went to Chicago University to head the Physics Department.

During his lifetime, Michelson received 11 honorary degrees from American Universities and was awarded many medals and prizes for his work.

In 1907, Michelson became the first American to receive the Nobel Prize in physics. The same year, he also was awarded the Copley Medal—the most distinguished honor bestowed by the Royal Academy of Great Britain.

Michelson's research had its roots in the 17th century when Olaus Roemer, a Danish astronomer, concluded that light, instead of being instantaneous, needed time to travel from one point to another. He even went so far as to compute the speed of light but missed the mark by 48,000 miles per second.

While instructing at the Naval Academy, in November, 1877, Michelson, at the cost of a few dollars, put together an instrument consisting of a lamp, a condensing lens and two mirrors each 500 feet apart. One of the mirrors was in a fixed position while the other rotated on a vertical spindle at 130 revolutions per second. By using the measured length of the light path and the mirror's known rotational speed, Michelson was able to calculate the speed of light with greater accuracy than had been accomplished before that time. The young ensign's assistants in this monumental achievement were his midshipmen students.

After his initial experiments, Michelson enjoyed the encouragement of such scientific giants as Simon Newcomb and Alexander Graham Bell.

Einstein was to say this about Michelson: "It was you who led the physicists into new paths, and through your marvelous experimental work paved the way for the development of the theory of relativity. Without your work this theory would be scarcely more than an interesting speculation."

Michelson, one of the best known Academy graduates of the late nineteenth century, died in 1931 at the age of 79. At the U. S. Naval Academy where he received his education, and where as an officer he made his first world-famous experiments, he will be memorialized by the proposed new science building which will bear his name.

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.

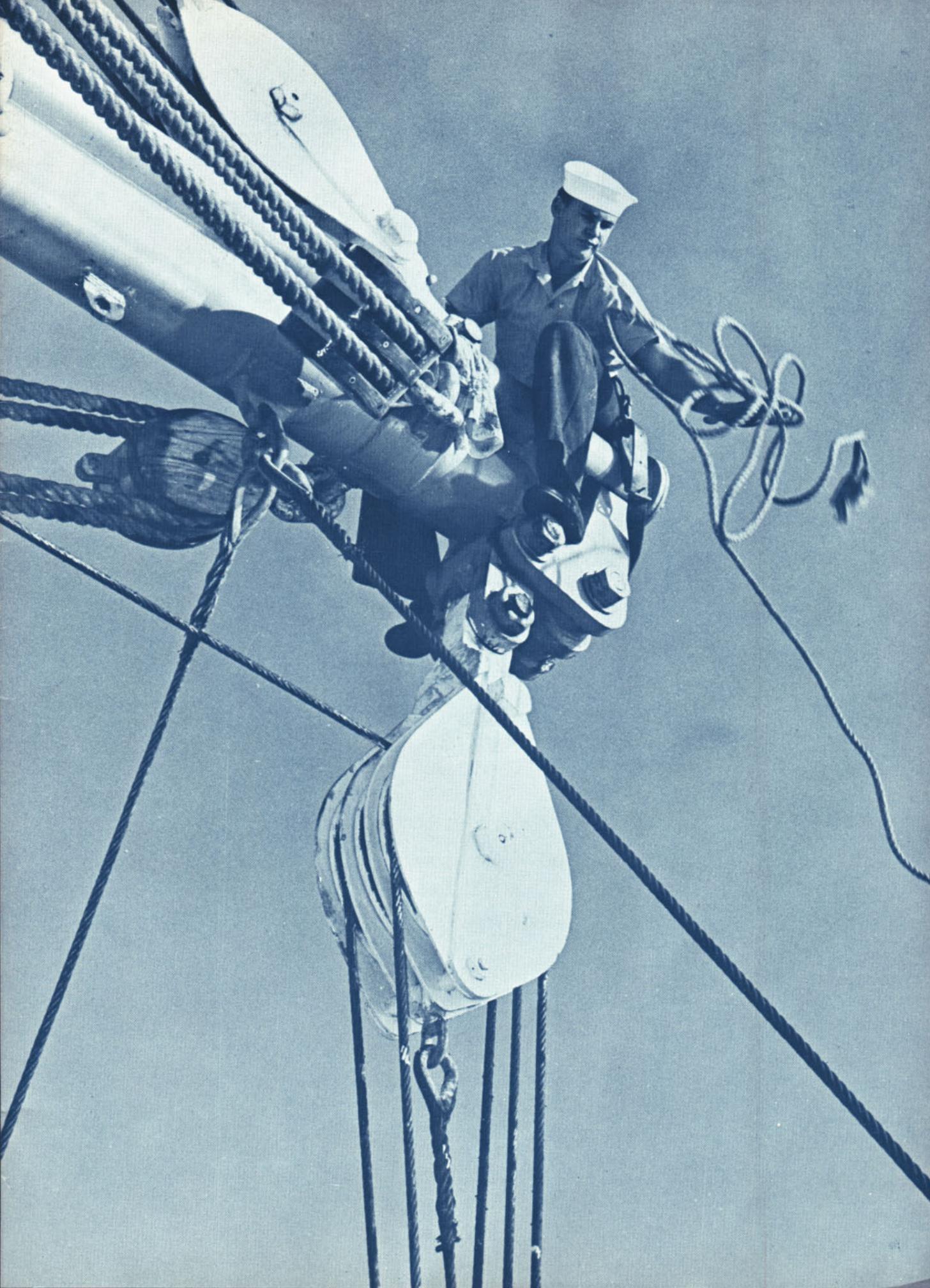
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be 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: LINE WORK—Seaman Bernard Lambert catches a line heaved from below while performing maintenance work on block and tackle aboard submarine rescue ship USS Greenlet (ASR 10) in Pearl Harbor.—Photo by Dave Kosbiel, PH1, USN.

ALL HANDS





"... Without a decisive Naval force we can do nothing definitive . . . and with it everything honourable and glorious . . . A constant Naval superiority would terminate the war speedily—without it, I do not know that it will ever be terminated honourably."

George Washington in a letter to Lafayette
—15 November 1781

