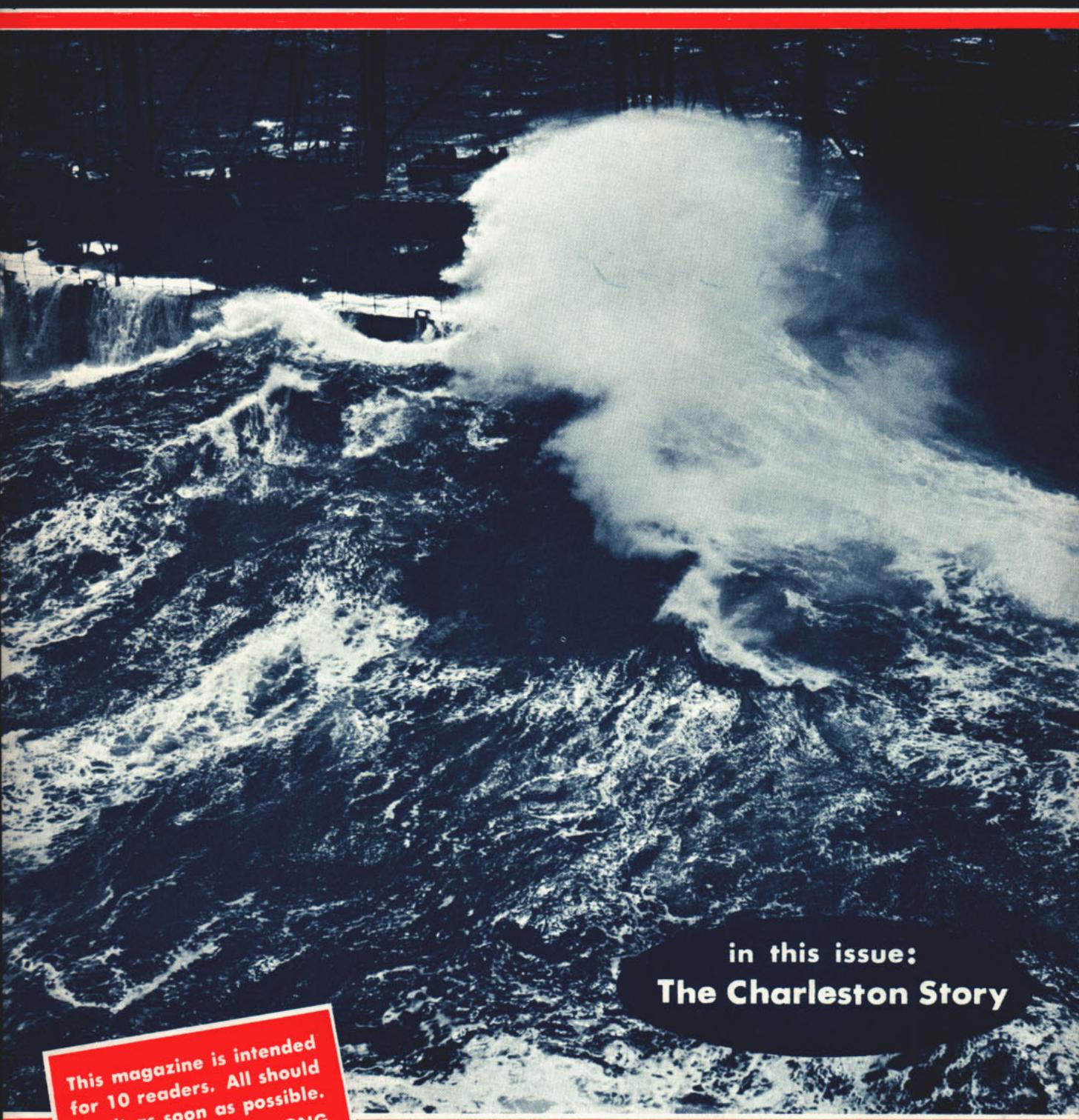


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



in this issue:
The Charleston Story

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

SEPTEMBER 1965





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1965

Nav-Pers-O

NUMBER 584

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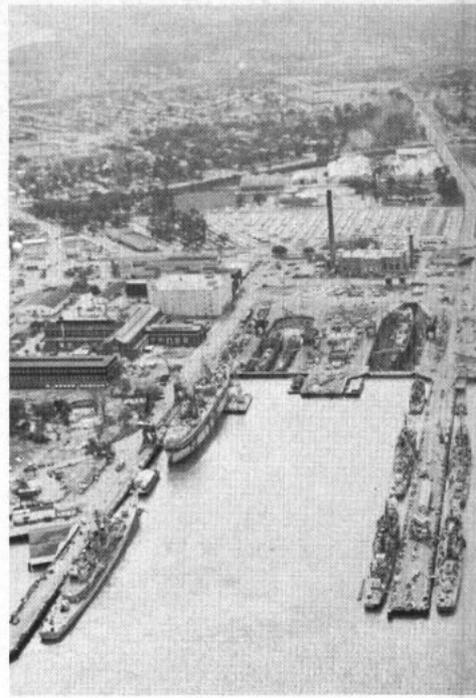
French Crawford Smith, Reserve

● **FRONT COVER:** THE SEA AROUND US—The sea as it dashes against a ship reiterates its constant demand that the Navy needs both rugged ships and rugged men to fulfill its mission on the high seas.

● **AT LEFT:** CELEBRATION SHIP—Destroyer escort *USS Tills* (DE 748) was one of six ships which participated in the Portsmouth, N. H., "Seacoast Salute to the Naval Reserve" in honor of the USNR 50th anniversary. *Tills* has been used to train Reservists since 1950, averaging at least 12 cruises per year.

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





BIG DEAL—Dry Dock Number Five is one of Navy's largest. Rt: View of naval base in '62 before construction of No. 5.

POLARISVILLE,

ANY NATIVE of Charleston, S. C., worth his salt will tell you his city occupies a peninsula between the Cooper and Ashley Rivers which join there to form the Atlantic.

Geographers might disagree as to the role played by the rivers in the Atlantic's origin but the maritime importance of Charleston which the statement implies cannot be overlooked.

When Charleston was only a few buildings occupying thin fingers of land which lost themselves in muddy ooze, the town was well known as a place where pirates exposed to the King's justice danced at the end of a rope at the city's battery.

In the same battery stands a monument to the memory of Horace L. Hunley who built, and gave his name to, the first submarine ever to sink an enemy ship in combat. Who would have dreamed, on the day the now venerable monument was dedicated, of the role Charleston would play a century later as Polarisville, USA?

In the Charleston City Hall is preserved the massive silver service from one of the three ships to bear the city's name. Still deeper in the old town is the building where the British stored the powder which

Francis Marion, the swamp fox, seized during the revolution—much to the embarrassment of the Redcoats.

In 1916, the city of Charleston, which for centuries had steeped in American history, became the headquarters of the Sixth Naval District—a jurisdiction which now has nearly 3000 miles of coastline. In 1918, the district headquarters was moved from downtown Charleston to the Naval Shipyard, where it has since been located, except for several years during World War II.

CHARLESTON is also the home of a naval complex which began as a tiny repair base established by the Federal fleet during the Civil War and was discontinued in 1901, when



most of the land occupied by the present naval base was acquired.

The naval base today is studded with high-ceilinged, red brick buildings—part of the original construction which occurred between 1903 and 1909. The first drydock at the base was also completed in 1909.

The installation expanded during two world wars, returning accordion-like to a normal peacetime size after hostilities ceased. In 1943, for example, the Naval Shipyard at Charleston alone reached a peak of nearly 26,000 workers. Its stable force is 7000.

By 1958, new buildings and piers were completed at the south end of the naval base to accommodate ships and personnel of active Atlantic Fleet units. This included a new headquarters of Commander, Mine Force, Atlantic Fleet which had formerly been housed in downtown Charleston.

Now, the activities of the Charleston Naval Base have grown to include the Naval Station, Naval Hospital, Naval Ammunition Depot, Marine Barracks, Naval Accounts Disbursing Office and Commissary Store. Associated activities include the Fleet Training Center, Mine



AT WORK—USS *Proteus* is remodeled.



U. S. A.

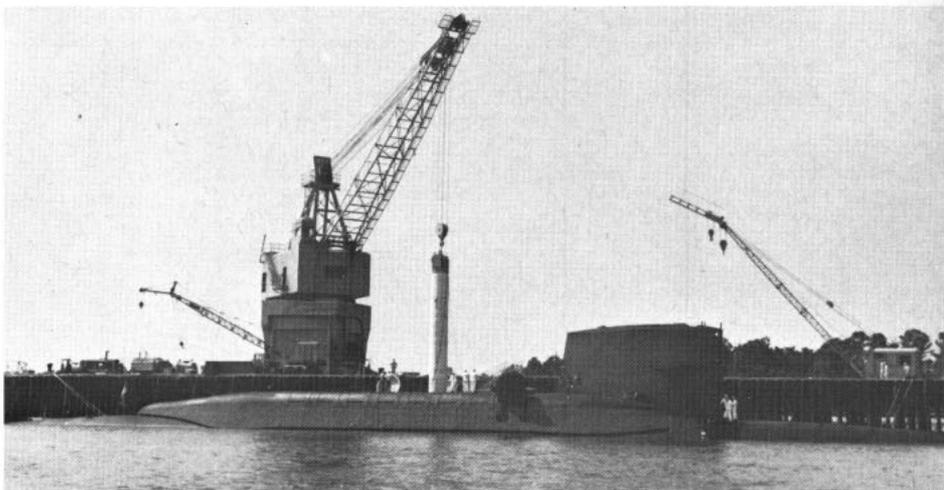
Warfare School, the Naval Training Center and others.

The base is, in fact, one of the largest shore establishments in the Sixth Naval District. It has much in common with other naval bases, but there are activities found at Charleston which are not duplicated elsewhere.

The Charleston complex, however, has one thing in common with all naval installations ashore. All who work at the base are reminded of that common denominator by a large, prominently placed sign which spells out the purpose of the Charleston Naval Base and the Shipyard—To serve the men and the ships of the Fleet at sea.

Before the advent of World War I, the shipyard at Charleston was small compared to its present size. At that time, it employed about 300 civilians. The first ship was dry-docked there in April 1909 and the relatively inauspicious building of two dredges was the first construction to take place. Only four other vessels were built there before World War I.

During the first World War, employment at the shipyard rose to 5600 (less than today's normal employment) and repair facilities ex-



SUBMARINES—Sub gets *Polaris* liner at specialized pier, part of Charleston's Naval complex. Below: Old photo shows Confederate torpedo boat aground.



Touch Lightly—Only If You Must

Some people at the Charleston Naval Base are more particular about getting a bang out of their jobs than others. Perhaps the most particular are the men in MineLant's Explosive Ordnance Disposal Unit Two.

Explosive ordnance, as far as EODU Two is concerned, includes bombs, artillery, mortar shells, rocket projectiles, land mines, anti-personnel mines and demolition charges, grenades, pyrotechnics, aerial and naval mines, torpedoes, depth charges, guided missiles and such—any ordnance that explodes—be it U. S. or foreign.

The unit is usually kept busy, for it is the Navy's responsibility to:

- Dispose of all explosive ordnance dis-

covered on or in any body of water, river or canal.

- Render requested assistance to other services in accordance with joint agreements and the unit's capabilities.

- Dispose of explosive ordnance on naval installations within and up to the high water mark of sea coasts, inlets, bays and harbors.

The men in EODU Two are qualified divers and work hard to keep themselves in that status. Their capabilities include both deep sea and SCUBA diving.

The unit regularly assigns EOD teams to mine divisions, and one of its missions is the recovery of mines for the Mine Force.

panded to include two shop buildings and a marine railway. The yard concentrated on repairs to destroyers and small craft. Eight 110-foot subchasers were built during this era and five interned German ships were converted.

Between the close of World War

I and the declaration of the national emergency in 1939, the Yard built three destroyers and several patrol ships and service craft. It also repaired three minesweepers or two tugs every two months. A new building way suitable for cruiser construction was also added.

MORE GROWTH, between 1939 and the United States' entry into World War II, occurred at Charleston. More facilities for repairs and shipbuilding were added to the shipyard. The yard's big growth, however, took place during the war, when employment skyrocketed to 26,000, and 195 ships were built. Among these were 14 destroyers, 17 destroyer escorts, nine APDs, 89 LSMRs and many smaller craft.

Immediately after the war, shipbuilding at the Charleston Shipyard was discontinued, although the yard was designated as a submarine repair and overhaul yard in 1948 and a new electric-electronics building was constructed in the fifties.

It was also in the last half of the decade of the fifties that the Charleston Shipyard was assigned the role which dominates it today—that of overhauling SSNs and SSBNs. In addition to this new role, the shipyard was given the capability of

Charleston's Naval Supply Center Is a Big Experience

WHEN THE *Polaris* buildup began at Charleston, the base's Naval Supply Center had to be beefed up to carry a heavier load.

The strengthening of the supply facilities is most apparent in the newly completed second section to the Center. Construction of the third section is scheduled to begin in the near future.

The expansion was necessary if the Naval Supply Center were to continue the high standard of supply support to which units of the Fleet and Charleston shore activities were accustomed. To do the job, the Center needed advanced computer and logistic communications systems and automated warehouse facilities.

At the Supply Center, work seems to be done almost without the help of people. The facility

seems populated principally by plastic tote boxes about the size of a grocery store shopping basket, which move about on a conveyor system that covers the entire Supply Center. They know where to go because they have control devices on their sides which actuate readers and diverters in the system to direct them to their destinations.

When a tote box is shuttled off to a packing zone, a stockman fills it with the material called for on the issue documents. If other items are to be picked up, the stockman presses the proper key on the tote box signal device and sends it to its next destination. When the order is complete, the tote box moves to the interim storage area.

The center is controlled from a console located at the front of the

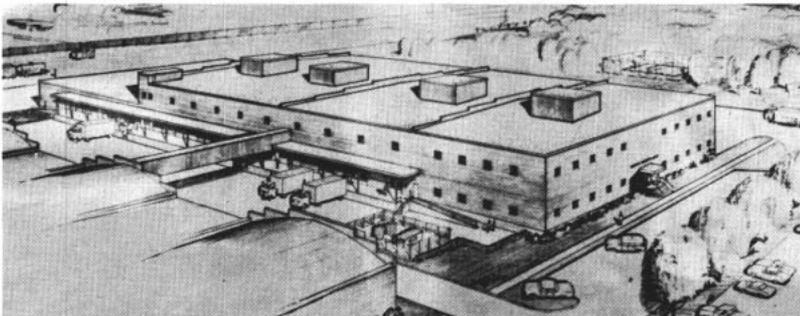
building. The console operator can see at a glance which packing lines are in operation, and which stations have an excess or scarcity of work. He knows, from experience, how to spot prospective trouble areas.

By proper manipulation of the switches on his console, the operator can activate or deactivate the various automatic stations that control the flow of tote boxes from the storage lines to the packing lines where their contents are packaged for delivery to local customers or for parcel post or freight shipment.

The complete package is then placed on the takeoff line which carries it to the shipping area and the empty tote box returns to the holding area near the console station from where it will be sent on another errand.

Customers at the Supply Center are given one of four priorities which will insure their order being filled within 24 hours (for the highest priority) or 12 working days (for the lowest priority). Any customer who can't wait 24 hours for his order may walk it through.

The automated system has many advantages which can all be boiled down to two attributes which satisfy both customers and taxpayers alike. It does a better job for less money.





HERE AND THERE—USS *Bainbridge* docks at Charleston. *Rt*: Charleston tender in San Juan during *Springboard*.

furnishing major repair support to the growing number of ships homeported in the Sixth Naval District.

In 1960, a new job was given to the shipyard—the task of furnishing supply support to *Polaris* submarines throughout the world. New facilities were needed and personnel had to be trained in new techniques. In the early sixties, Charleston shipyard also became the planning yard for nuclear-powered submarines of the *George Washington* and *Ethan Allen* classes.

ONE OF THE MORE prominent repair facilities at the Charleston Naval Shipyard is Drydock Number Five. It is prominent because it is Charleston's largest and is, in fact, among the largest drydocks in the Navy.

The big drydock, however, is only one of the major items which is in the process of construction or has been completed in comparatively recent months. Much of the new construction is in direct support of nuclear submarines in general and *Polaris* submarines in particular.

A few miles north of Charleston on the Cooper River, at the Naval Ammunition Depot, workmen are progressing rapidly with construction of the *Polaris* submarine repair, overhaul, supply and missile depot as well as the Fleet Ballistic Missile Training Facility. When it is complete, the activity will provide all the services needed by FBM submarines except major overhauls.

On the base proper, construction can be spotted at every turn. An administrative building and additions to the Fleet Ballistic Missile Submarine Training Center are in progress.

Hardly a stone's throw away, a new academic instruction building for the Naval Mine Warfare School has just been completed to replace the hodgepodge of buildings in which it was formerly housed.

New barracks are being built on

the base to complement the comparatively recent air-conditioned barracks for the enlisted men from nuclear submarine off-duty crews.

Toward the north end of the base, workmen are busy erecting the third installment of the *Polaris*-oriented supply, receiving, shipping and administration building, where computers keep inventories, and electronically controlled shopping baskets shuttle about on conveyor belts to pick up small supplies for their customers.

NAVY MORALE is not being slighted in the ever-present construction around the Charleston Naval Base. Nearly 600 family housing units are under construction at the Naval Ammunition Depot and most will be furnished by the end of November. The entire project is scheduled for completion in January 1966.

A complex of three community

service buildings was recently dedicated adjacent to the Navy family housing development. These include a chapel, a bowling alley and an auditorium. A gymnasium had been built earlier. Elsewhere, a new Chief Petty Officers' swimming pool is in use for its first swimming season and the rumble of bowling balls is heard in the newly completed lanes.

The picture presented by the Charleston Naval Complex is one of expansion with a particular orientation toward service to the nuclear Navy and *Polaris* submarines. Like other naval bases in the United States, it bends all its energies in support of the Fleet. Its connection with *Polaris*, however, sets Charleston a bit apart from the usual naval complex. The newly arrived Navyman at the Charleston Naval Base learns in a very short time that he has arrived at Polarisville, USA.

—Robert Neil

Charleston Naval Base: Six Thousand Acres

The U. S. Naval Station at the Charleston Naval Base has as its domain more than 6000 acres, in which it operates a number of activities closely affecting the lives of Navymen stationed there.

It has, for example, 13 barracks (and one under construction). All are new except one which has been completely renovated. Four are air-conditioned and all take care of the needs of a prodigious number of transients passing through the Charleston Naval Base.

The Naval Station also has two mess halls and a mess at the BOQ. Three clubs fall within its purview—one for the officers, one for the chiefs and an Acey Deucey Club for other enlisted men. All clubs have dining facilities.

There are four swimming pools; two bowling alleys, four sizable

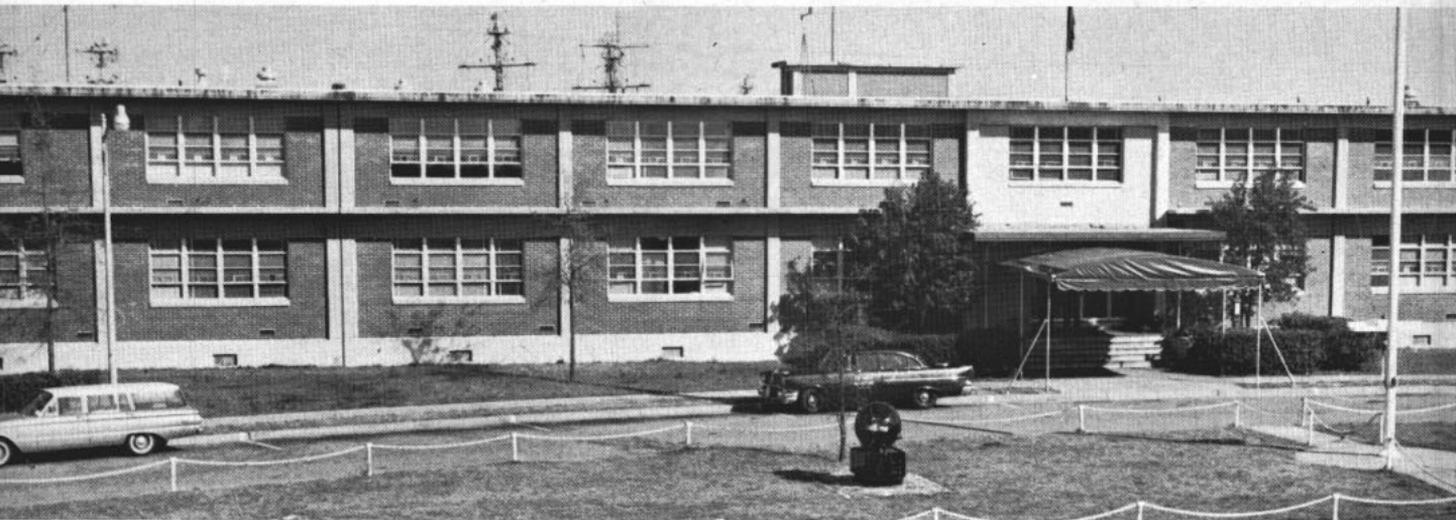
Navy Exchanges; barber shops, an 18-hole golf course, three softball fields and a cafeteria which won a golden cup for the perfection of its coffee brewing.

The Naval Station also operates about 70 vehicles of all types and operates the base fire and police departments.

It is charged with the maintenance of quarters on the Naval Base and the housing at Hunley Park.

The Naval Station has a recreation area where boats and trailers can be had and where anyone so inclined will find facilities for a picnic.

In addition, the Naval Station takes care of personnel records and each time a sufficiently distinguished visitor comes on board, it is the Naval Station which fires the salute.



AT HOME—Mine Force Headquarters moved into this building at Charleston in 1959. Below: MSB sails on training cruise.



Atlantic Mine

IN THIS DAY of nuclear submarines and high speed carriers, the Navy still has in commission 81 ships with wooden hulls.

The ships, of course, belong to the Navy's mine forces and, far from representing a lag in technology, the wooden bottoms represent an advance.

Mine warfare ships during World War II consisted largely of destroyer types and steel-hulled minesweepers. They included the Fleet minesweepers (AM), auxiliary minesweepers (AMC), minelaying destroyers and minesweeping destroyers (DM and

DMS) and coastal minesweepers (YMS later designated AMS).

During World War II, the mine force in the Atlantic was part of the Atlantic Fleet Service Force. In 1946, however, the mine force became a separate organization of the Atlantic Fleet with headquarters at Norfolk. Three months later, the main body of the force moved to Charleston, S.C.

When the Force moved to Charleston, it established its headquarters in a century-old building that had once been a rice mill. The building was located on 21 acres bordering the Ashley River near downtown Charleston. The tract was designated the U.S. Naval Minecraft Base and had facilities for most of the 50 ships assigned to Charleston.

In May 1956, the Navy began building a modern naval minecraft base on the site of the former naval air station located at the south end of the Charleston Naval Base fronting the Cooper River. The base was completed in January 1959.

Most of the minesweepers that came from Norfolk to Charleston were World War II ships. However, World War II experience had shown that steel-hulled sweepers were unnecessarily hazardous. Wooden ships began replacing the steel hulls.

The basic seagoing minesweepers replacing the AM class ships were the ocean minesweepers (MSO). These were somewhat smaller vessels having shorter endurance and less speed than their predecessors.

Mine Warfare School Has 40,000 Alumni

Sailors whose business it is to lay and sweep mines learn the tricks of their trade at the Naval Mine Warfare School at Charleston where they receive instruction in minelaying, minesweeping, planning tactics and the operational use of mines.

The school, which was originally located at Yorktown, Va., was commissioned in December, 1940. Its first class convened in January 1941 and consisted of 50 officers and 175 enlisted men. Since then, more than 40,000 officers and enlisted men have been trained.

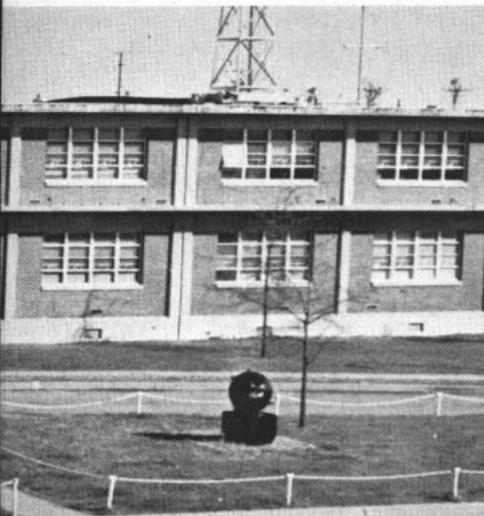
Present day courses include instruction for specially selected officers and enlisted men in surface, aviation and submarine mines.

For graduates of some courses, the school also offers operational mine maintenance and servicing instruction.

Enlisted men receive elementary and, later, advanced instruction to qualify them for the rating of mine-man to (and including) chief mine-man. Specialized courses are also given to electrician's mates and boatswain's mates as well as courses in the administration of a minecraft engineering department.

The school teaches all phases of degaussing that will equip its students to perform the duties required of them at industrial and Navy degaussing activities.

The school is now located at the Charleston Naval Base.



MINEMEN train at Charleston base.

Force

The big difference lay in their wooden hulls and non-magnetic propulsion plant.

The old YMS was replaced by the newly constructed coastal minesweeper (MSC).

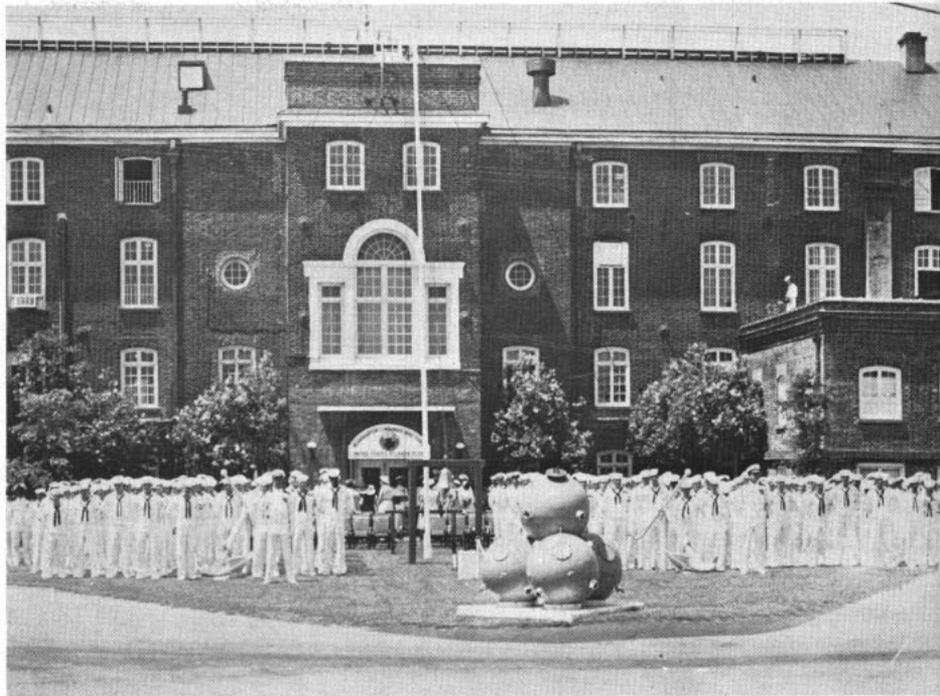
During the Korean conflict, the mine forces found they desperately needed small craft which could be loaded aboard ship for overseas deployment and which could sweep mines from shallow waters.

This need resulted in the development of two special purpose minesweeping boats. The larger is designated a minesweeping boat (MSB). It is a 57-foot wooden craft displacing 40 tons and capable of sweeping both moored and influence mines from harbor approaches and protected coastal areas.

The second is the minesweeping launch (MSL), a 36-foot, 10 and one-half ton craft, capable of sweeping mines in waters as shallow as six feet.

In peacetime, the men of the Atlantic Mine Force at Charleston train constantly to keep themselves prepared to perform their wartime function. The wooden-hulled vessels are a familiar sight to other ships in the Charleston Harbor as they steam out to sea nearly every day where their crews practice damage control techniques and minesweeping.

The men work hard to learn their jobs for many of them are newcomers to the minesweeper, having replaced men going to shore duty or elsewhere in the Fleet. The mine-



OLD TIMER—When Mine Force moved from Norfolk in 1946 it established its headquarters in this building. *Below: USS Bluebird (MSC 121) heads to sea.*

sweeping Navy seems to appeal to MinLant men, for the reenlistment rate is high.

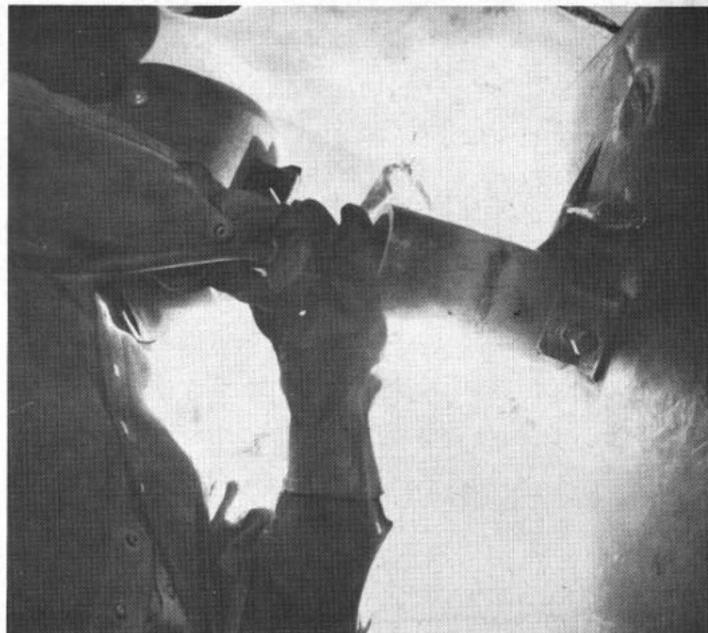
The boatswains are usually old timers who know everything there is to know about sweeping mines.

Any Navyman who navigates in unfriendly waters has reason to appreciate the work of the minesweepers and their crews. The men in the wooden hulls take their motto seriously and can say without equivocation: "Where the Fleet goes we've been." And it's true.



NAVAL MINE WARFARE students stream a magnetic sweep tail over fantail.





IN CLASS—FBM sub men get instruction over closed circuit TV at Edwards Hall. *Rf*: Practice in stainless steel welding.

A Visit to Charleston's

EVERY WEEKDAY morning at Charleston Naval Base there is a considerable migration of enlisted Navymen from the air-conditioned submarine barracks to Edwards Hall across the street. The Navymen are from off-duty *Polaris* submarine crews in Charleston for operational and refresher maintenance training which can't be done aboard ship. Edwards Hall is their school house.

The Hall, which is a comparative newcomer to Charleston naval complex, does not conform to the usual concept of a school. In appearance it is unusual. It has no windows. Functionally, it is extraordinary, for it contains most of the machinery and equipment found in a *Polaris* submarine, in addition to classrooms equipped with the best in modern training aids.

The students at Edwards Hall are not newcomers to the mysteries of *Polaris* submarines. The average man is a veteran of four patrols. He has also attended a Class A or basic technical school in one of four ratings: ET, FT, MT, or TM.

Submarine school at New London, Conn., followed his Class A training, after which the student usually reported either to Dam Neck, Va., for advanced FBM specialty training or went aboard a nuclear-powered or conventional attack submarine for submarine qualification.

After the student completed this training, he became a member of a *Polaris* submarine crew. This may have been as a member of a pre-commissioning crew or as a replacement in a crew already experienced in patrols.

Before his ship went out on a first patrol, however, he had an opportunity to participate in actual submerged missile launchings at sea.

THE PURPOSE of training at Edwards Hall is to provide refresher courses which are essential for



Polaris men to keep abreast of their rapidly changing field. In the realm of major missile developments alone, it is easy to understand how SSBN men have been kept occupied, for it was no longer ago than 20 Jul 1960 that *uss George Washington* (SSBN 598) conducted the first completely successful firing of a *Polaris* missile while submerged.

Since July 1960, of course, other FBM submarines have conducted submerged firings off Cape Kennedy and one, *uss Ethan Allen* (SSBN 608), the first submarine designed and built from the keel up as a ballistic missile submarine, was also the first to conduct a submerged launch of the second generation *Polaris*, the A-2, in October 1961.

Now the *Polaris* A-3 is operational and designed to produce 60 per cent more range than the A-2 with no increase in the over-all size of the missile.

THE CONTINUING development of missiles is only one facet of the development taking place in *Polaris* submarines. In every department, refresher training between patrols is necessary to keep the men abreast of changes produced by the Navy's most advanced technology.

Classroom work, of course, is an important part of training at Edwards Hall. To assist instructors, the



SUB SCHOOL—Charleston training center has mock-ups and aids to duplicate gear and action aboard FBM subs.

FBM Training Center

Hall has three closed circuit channels over which instructions can be transmitted to students in the classrooms.

Such instruction is particularly useful when the subject is the repair of small electronic components. The components can be magnified on the television screen, enabling many Navymen in class to see what could only be examined by a few if conventional methods were used.

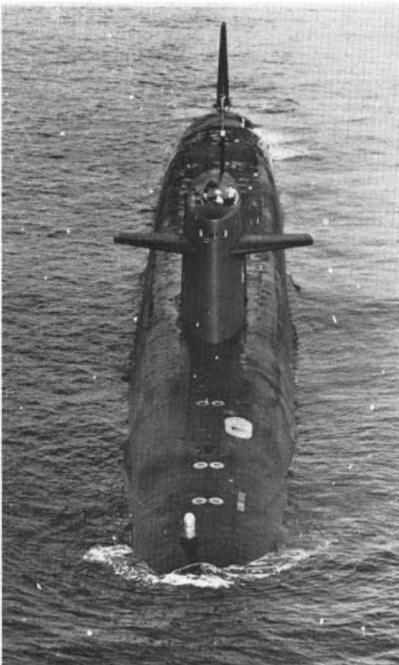
Although classroom work is important, considerable stress is given to practical applications, and to make this possible, Edwards Hall duplicates nearly every piece of equipment in an FBM submarine. In most instances, this makes possible training which could otherwise be had only if the submarine were underway and, in some cases, at war.

THERE IS the attack center, for example. The role of a *Polaris* submarine is that of a deterrent. Unlike an attack submarine, its job is not to hunt and kill surface ships. It does, however, carry torpedoes which the men in the submarine's attack center are ready, willing and able to use if their sub is threatened by an enemy vessel.

With few exceptions, the arrangements and layout of the Edwards Hall attack center duplicate a typical SSBN installation. Students can

get the feel of making a periscope or sonar approach to a floating target. A periscope shows the hunter where his target lies and a computerized sonar simulates the approach of an enemy.

As the problem progresses, a computer determines the motion of the vehicles involved which, so far as the Edwards Hall facilities are concerned, can include the *Polaris* sub-



marine, six targets and four weapons.

This information is sent to a projector cabinet and, as the vehicle proceeds through the water, a pen in each of three projectors scratches the mirrored surface of a slide in the direction and at a scaled speed corresponding to the vehicle motion.

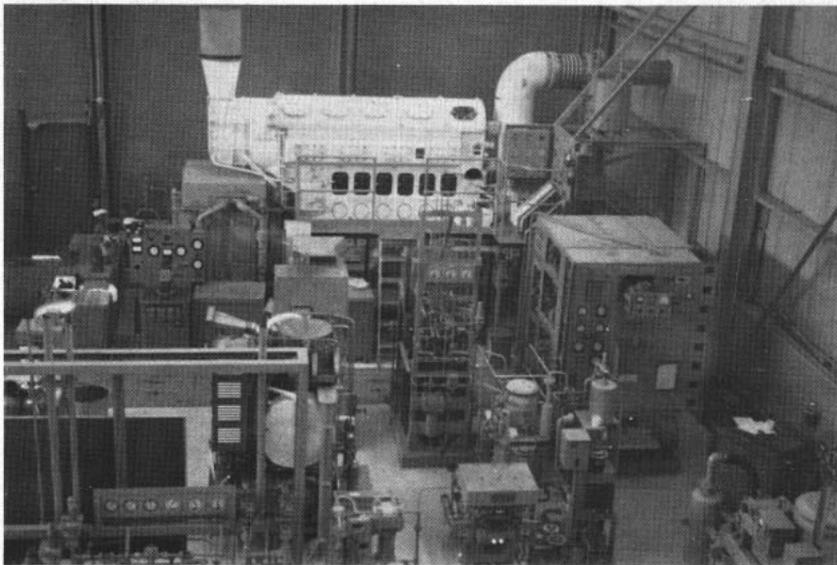
Light then shines through the scratched surface and projects the vehicle track on a screen. The tracks of the six targets appear in a blue-white trace while that of the submarine appears as a yellow trace. The tracks of the four weapons appear in orange.

Weapons which hit the targets will end with a circle around the track of the target. Time marks are displayed by a small pip at one minute intervals along the track of all vehicles so that time of any event can be determined.

When the exercise is completed, the tracks of all the vehicles are displayed on the screen so the approach officer can review the entire problem.

ACROSS THE PASSAGEWAY from the attack center is the room that houses the computer which combines the world of make-believe with the real world. The computer's memory supplies information concerning the characteristics of the submarine, its weapons and its targets.

On instruction from the program



'CLASSROOM' at Edwards Hall affords 'on-job' chance to sharpen skills.

operator's console in the attack center, the computer "remembers" specific characteristics bearing upon the problem, figures the movement of the vehicles and updates information of the fire control, radar and sonar systems.

And this isn't all the computer can do. It is also proficient at playing organ music, keeping supply records, checking morning readiness and playing a whale of a game of tic tac toe.

Deeper into the building is the dive trainer—a platform supported by hydraulic lifts. On the platform are the controls which guide the sub-

marine. Here the operator can learn all the capabilities of his ship without endangering the ship or its crew.

He learns how fast the submarine can dive, surface and bank; how to keep the ship under control during missile firing and how it feels as a *Polaris* leaves the ship (like a car going over a bump).

The heart of a *Polaris* submarine, of course is Sherwood Forest—the name given to the 16 missile tubes containing the *Polaris* missiles themselves.

In the team trainer at Edwards Hall, there is only one *Polaris* tube

—all that is needed to instruct off-duty crew members. The tube extends through three floors of the building and, like the real thing, has ports which can be opened at various levels along the length of the tube so the missile itself can be inspected.

WHEREVER there is a *Polaris* missile, there is also a sense of history. The missile can be fired only at the direction of the President. Aboard the submarine, the firing is controlled by the captain and the missile control officer. Because of the extraordinary importance of what happens there, no action taken in the missile control center is left unrecorded.

Navy men stand at the countdown controls, their eyes fixed on the lights that tell them the missile is either ready or not ready to fly.

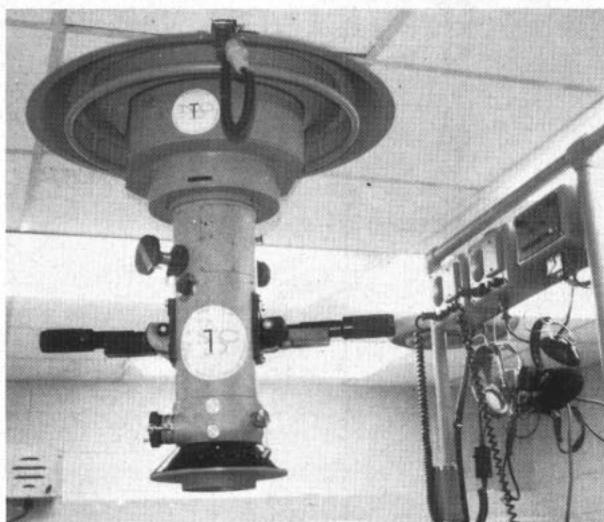
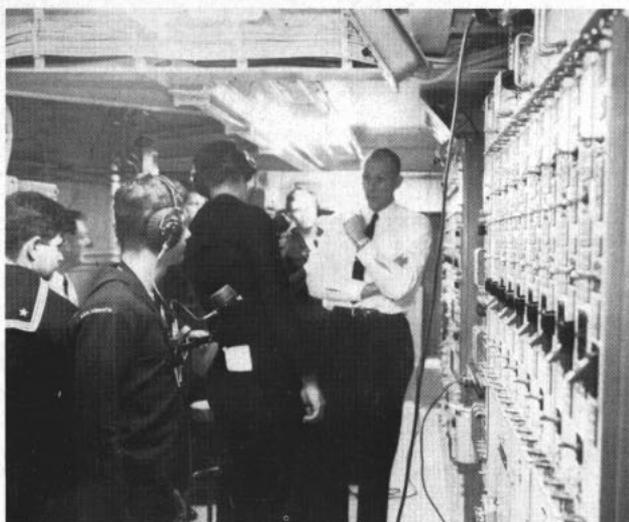
As the console lights come on one by one toward one of the last lights, which is the captain's permission to fire, an endless tape issues from the console recording each action taken. Whenever the cover is removed protecting the safe-like dials which designate the targets for the missiles, a tape clicks to inform the responsible officers—and posterity—that the door was opened and the dials reset.

The electronic circuits of the console are composed of modules grouped together to form portable units. Needless to say, this electronic equipment is expensive.

As the countdown proceeds, the

READY GROUP—It takes a lot to train *Polaris* submariners but The Hall at Charleston has what it takes to do the job.





TRAINING—FBM sub men learn in simulated missile compartment. *Right:* Periscope simulator hangs from overhead.

console is completely lighted, indicating the missile to be fired is in a state of readiness.

When crew members of a *Polaris* submarine are called to battle stations they may not know whether they are there for drill or whether they are there for the real thing.

IN ADDITION TO keeping abreast of techniques concerned with firing torpedoes and missiles, steering, diving and surfacing, Edwards Hall devotes a vast amount of space to the machinery which provides power, oxygen, cooled air, pure water and a multitude of things for the sub.

As mentioned before, nearly every piece of machinery found in a *Polaris* submarine is also found in Edwards Hall for off-duty crew members to take apart and reassemble, thus learn-

ing techniques that would be impossible to learn while on a cruise.

One conspicuous piece of equipment not present at Edwards Hall is a real nuclear reactor. However, most of the means for reactor control are available there for training purposes.

Welders learn how to weld stainless steel in booths where the objects of their labors are purposely placed in awkward positions such as actually might be found in a submarine.

Valves are dismantled and reassembled. The air conditioning plants are duplicated to teach crew members how to make repairs. The all-important oxygen generator is used to teach men how to make emergency repairs in the least amount of time. If the oxygen generator goes down, a nuclear submarine can still remain submerged for a considerable length

of time on stored oxygen.

Oddly enough, one of the most glamorous pieces of equipment in the machine shop—to nuclear-age submarine sailors—is the diesel engine which each *Polaris* submarine carries for emergency power and which must be learned to maintain quals.

After seeing a demonstration firing of *Polaris*, the late President Kennedy wrote to Rear Admiral Galatin that, once one has seen a *Polaris* firing, its efficacy as a deterrent was not debatable.

It is largely due to the dedication of the students at Edwards Hall and to other *Polaris* submariners who carry with them the awesome responsibility for *Polaris* and keep themselves in a constant state of readiness that the efficacy of *Polaris* is beyond debate. —Robert Neil

ON CRUISE—*Polaris* student at Edwards Hall has an average of four patrols under his belt before attending classes.



FIRE FIGHTERS SCHOOL

Having a Hot Time



THERE IS A very real need aboard U. S. Navy ships for competent fire-fighting teams. Unless an organized unit can get to a fire and extinguish it quickly, damage could be extensive enough to put a ship out of commission and cause casualties.

Unfortunately, personnel transfers are constantly breaking up teams and replacing veterans with novices. To fulfill the need for trained fire fighters aboard Seventh Fleet ships the Navy, in 1953, established a fire-fighting school under Commander Fleet Training Group, Western Pacific, at U.S. Fleet Activities, Yokosuka, Japan.

The school, the only one of its type in the Far East, is headed by LCDR Frank Parker. The actual instruction is conducted by four enlisted men under the direction of Chief Boilerman James T. Williams.

The Fleet Training Group offers a one-day course, Monday through Friday, which is designed primarily as a condensed refresher course for shipboard damage control teams.

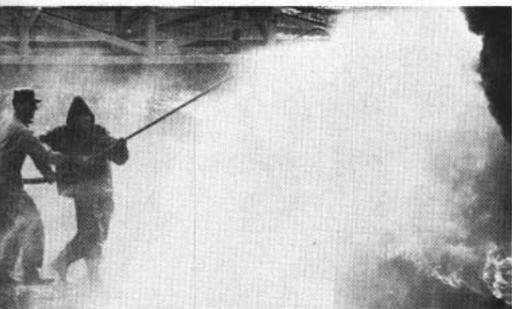
Students are taught to use the type of fire-fighting equipment found aboard ship. To add realism, equipment stowage, mock-ups, and structures all conform to shipboard design.

Although the school was begun strictly for training groups from Seventh Fleet ships, the facilities are available to the Japanese Maritime Self-Defense Force. The Japanese provide their own instructors for both classroom and field work while U. S. Navy instructors stand by to insure that proper procedures are taught.

As many as 36 students can be handled daily with an annual average totaling about 3500 graduates.

Counter-clockwise from Top: (1) Sign speaks for itself. (2) Japanese students, attired in protective clothing advance on boiler room fire. (3) Crewmember of *uss Prairie* learns techniques of low velocity spray. (4) Seventh Fleet sailors fight fire in mock-up. (5) Typical shipboard type blaze is attacked by students.

—Story and Photos by Gary R. Graf, JO3, USN





TOP VIEW—Aerial photo shows Pier Bravo, part of Naval Ammunition Depot. Below: FBM sub receives missile liner.

This Is POMFLANT

Polaris submarines gliding north through the 35-foot deep Cooper River channel on the way from the Charleston Naval Base to the Naval Ammunition Depot need travel only four miles before they reach their destination. By car, however, it is a circuitous route which will add 17 miles to the odometer.

When the submarine arrives at the depot, its crew find Fleet support piers, a floating drydock and a causeway at the FBM site.

The northernmost pier is the submarine sound pier, a functional pier with electricity only. Just south is Pier Alfa, 300 feet long with an 18-ton railroad and mobile 35-ton crane which is used primarily for handling conventional ammunition.

Further toward the sea is the big Pier Bravo—1000 feet long with complete facilities including a 25-ton gantry crane. Here *Polaris* missiles are loaded aboard and removed

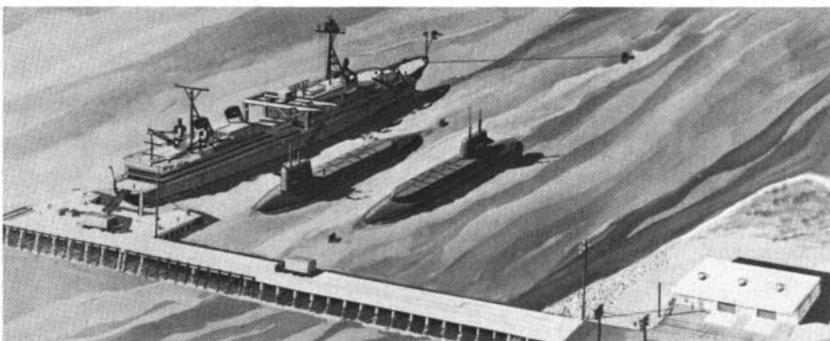
from *Polaris* submarines, submarine tenders and resupply ships.

The causeway for the FBM replenishment site is under construction just south of Pier Bravo, and the floating drydock, will probably be moored a little to the east.

At POMFLANT (for *Polaris* Missile Facility, Atlantic), a tenant activity of the Naval Ammunition Depot, the components of *Polaris* missiles are received and assembled. Most of the Navymen stationed there are in technical ratings with emphasis being placed on missile technicians.

It was at POMFLANT that the first full load of *Polaris* missiles was assembled, checked out and loaded aboard *USS George Washington* (SSBN 598) when she first left Charleston to go on patrol. Since then, *George Washington* has been joined in the Atlantic Fleet by many others—all bearing missiles from POMFLANT.

POLARIS—Drawing shows Cooper River anchorage with AS drydock and subs.



POLARIS missile liners are assembled in depot's container repair building.

Sailing Space Ships of

A POLARIS SUBMARINE is an outstanding example of the swift technological evolution which has occurred in the Navy over the past 10 years.

The nuclear-powered submarine, with its missile system components, is almost unbelievably complex. Its sophisticated equipment is the end result of efforts by the finest brains in the free world.

Yet, with all its awesome complexity and high degree of automation, a *Polaris* submarine is only as good as its operators, who breathe life into her—the officers and men of the U. S. Navy, all well trained in their fields and dedicated to their jobs.

On patrol, a fleet ballistic missile submarine is literally a world unto itself. There is no calling for outside help to come fix something or ask how it is supposed to work. The submarine must be, and is, self sufficient.

The operation of the submarine and its nuclear power plant, the operation and upkeep of the missile system and, indeed, the entire effectiveness of the submarine as a deterrent to war is up to the crew—and effectiveness is directly related to the amount and quality of training received by that crew.

In fact, as much emphasis has been placed on crew training as on the development and production of the weapon system hardware for the *Polaris* submarine.



TRAINING OF *Polaris* submariners falls into two broad categories. One is training required before assignment to a *Polaris* submarine and the other is the practical training received while on patrol and ashore between patrols.

A certain amount of training is common to all *Polaris*men. Every sailor goes through nine weeks of time-honored boot camp immediately after joining the Navy. Here he gets an introduction to the Navy and the Navy way of life.

All potential submariners also spend eight weeks in submarine

school learning the rudiments of submarine life, including such things as escape techniques in case of an emergency.

Even after assignment to a submarine, a man is still not a full-fledged submariner. Before he pins on his dolphins, he spends about 36 weeks earning the right to wear them.

A submariner must be familiar with the complete workings of his ship. He spends hours tracing out piping, wiring, systems and all the intricacies of the sub which are essential not only to its operations but to its very life.

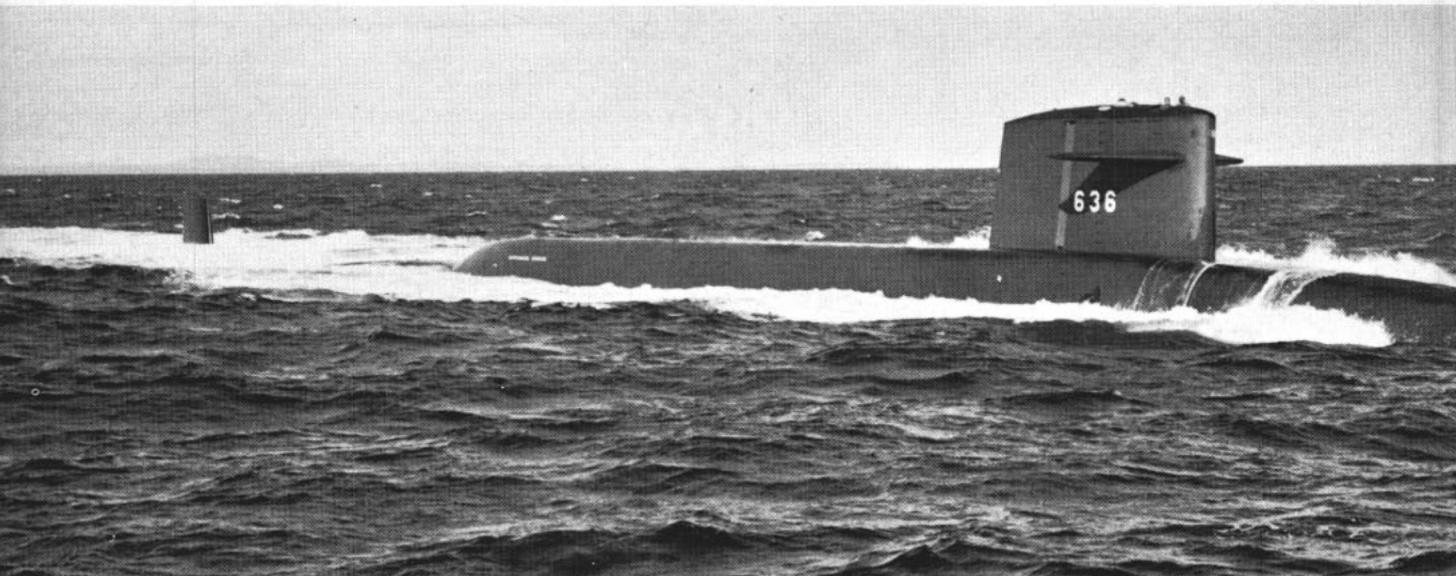
Almost all *Polaris* submariners attend a basic school, and many additionally attend more advanced schools where they specialize in particular fields.

For men directly concerned with *Polaris* missiles and the missile launching system, training time can run over two years.

Originally, the main source of FBM personnel was from the Navy itself and, for the most part, the training required was only that needed in the specialized *Polaris* field.

With the steady demand for more and more personnel as the *Polaris* submarine fleet grows, however, the main stream of personnel is now coming from new recruits.

A SPECIAL recruiting program has been established for missile system technicians, which include elec-



the Sea

tronics technician (ET), fire control technician (FT), missile technician (MT) and torpedoman (TM) ratings.

The program is for qualified high school graduates only and guarantees technical training and operational experience in the FBM weapon system field.

After attending boot camp the *Polaris* man attends a class A School in one of four ratings: ET, FT, MT or TM.

If he is going to be an ET, he receives a 38-week course at Great Lakes Ill., or San Francisco, Calif., depending on where he went to boot camp.

A prospective FT gets a 24-week course at San Diego, Great Lakes or Bainbridge, Md.

TMs have an 11-week course at either Key West, Fla., or San Diego and MTs go to Dam Neck, Va., for a 22-week course.

All these courses include basic electricity and electronics as well as fundamentals required in the particular field.

Shortly before a man completes class A school, he must agree to extend his enlistment to make a total of six years for the Navy to receive reasonable use of his service.

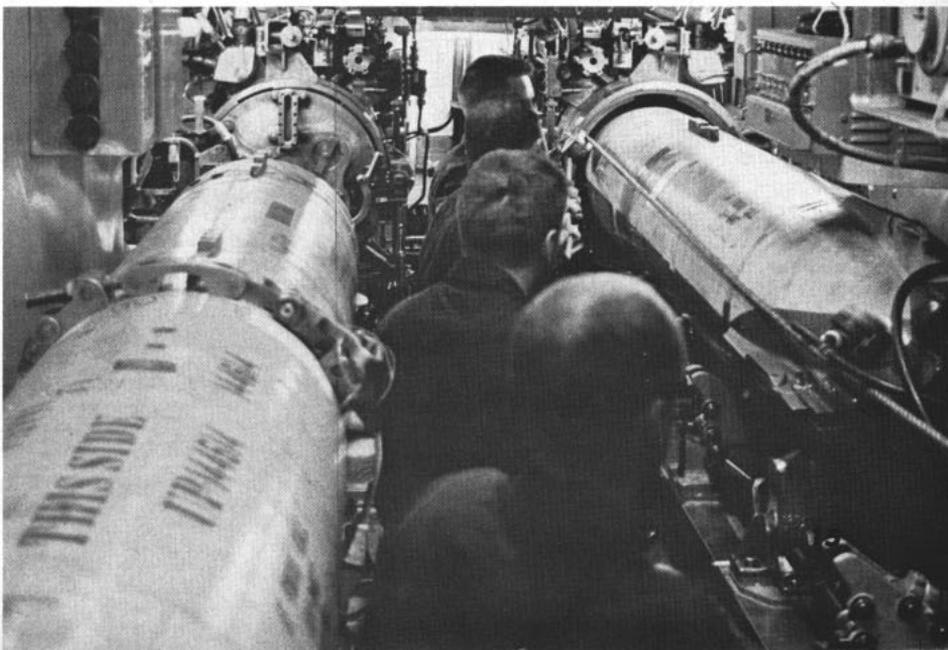
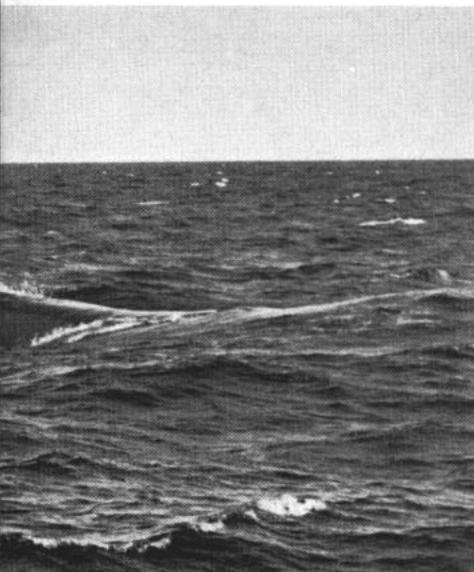
IF, FOR SOME REASON, a man fails to qualify along the line, he then serves his regular enlistment elsewhere in the Fleet, possibly in some technical field.



HIGHLY TRAINED—A *Polaris* sailor reports to sub *Lafayette* (SSBN 616). Below: Navy men aboard SSBN eat food prepared by specially trained Navy cooks.



ON-THE-JOB—*Polaris* Navyman's training continues while his sub is on patrol.





ON THE WAY—After boot camp *Polaris* man attends Class "A" school in one of four ratings, such as guided missile school at Dam Neck, Va., pictured here.

Submarine school at New London, Conn., follows Class A training. Next the *Polaris* man reports to Dam Neck, Va., for advanced FBM specialty training or goes aboard a nuclear-powered or conventional attack submarine for submarine qualification. Normally, he will go to school first.

The highly specialized training required for FBM systems is centered at the U. S. Naval Guided Missiles School, Dam Neck.

The goal of the school at Dam Neck is to have the technician fully prepared to handle his assigned responsibilities the day he sets foot in the *Polaris* submarine.

Polaris facilities at the school include actual tactical systems duplicating those which the men operate and maintain on board ship. These systems include a ship's inertial navigation system (SINS), a fire control system and a full size missile launching tube which ejects a mushroom of multi-colored water instead of a missile.

TO BE ABLE to maintain and operate the equipment, a man must be thoroughly familiar with the basic theory and fundamental physical principles involved. All the courses contain an eight-week preliminary course which helps the students grasp the basics of digital computers, inertial theory, computer logic, transistor theory and use of testing devices. Some of this training is available outside the Navy only at the college postgraduate level.

Most of the courses schedule at least half of the students' time in laboratory work. Not more than four students train on a piece of equip-

ment at one time.

A man is taught to spot and localize anything that goes wrong and make immediate repairs or corrections. Stress is placed on teaching total system operation and how each unit fits into and contributes to the whole *Polaris* sub picture.

ETs receive a 29-week course in

one of three fields, all concerned with the operation, maintenance and testing of navigation devices. These include the SINS, the navigation control console, sonar equipment and star-tracking periscopes.

FTs learn the theory, operation, maintenance and testing of the entire missile fire control system, including checkout equipment, in their 39-week course.

MTs spend 33 weeks studying the theory and operation of missile guidance systems and missile checkout equipment.

TMs master the missile launching system and associated hardware in a seven-week course.

Quartermasters assigned to FBM crews also attend a special course at Dam Neck which teaches them how to make use of the information provided by the various navigation aids.

IN ADDITION to the advanced courses for enlisted men, there are accelerated courses for prospective commanding and executive officers and complete courses for weapon system and navigation officers.

When he has completed his training at Dam Neck, a man becomes a

A Day in the Life

LIFE FOR A *Polaris* submariner, if not unique, is certainly different from that of others, be they sailors, soldiers, airmen or civilians. Where others measure time in days and weeks, a *Polaris* man counts his in months. Months on patrol, months at home and months of training.

His way of life is a mixture of about equal parts adventure, training, education, spaceman-like isolation, family living and the camaraderie of submariners the world over.

With nuclear power for propulsion and oxygen-generating equipment and air-conditioning providing a controlled, pleasant and livable atmosphere, *Polaris* submarines are capable of almost endless submerged patrols. The endurance of these true submersibles is, in fact, limited only by the stamina of the crew.

Each fleet ballistic missile firing submarine is assigned two full crews—Blue and Gold. Each has its own skipper and full complement of officers and men. While one crew has the ship on patrol, the other is back in the home port, undergoing

refresher training, taking leave, breaking in new crew members and, in general, getting ready to go back to sea.

ONE WAY of understanding the life of a *Polaris* submariner is to follow a typical crew of one of the submarines and see what happens to them during a normal cycle.

The Gold crew of an FBM submarine homeported in Charleston, S.C., is ready to pack up and head out to take their submarine on patrol. There are an average of 124 men and 12 officers in the crew. The officers include the commanding officer, the exec, the navigator, the engineer and his three assistants, the weapon system officer and his assistant, the communicator, the supply officer and the ship's doctor.

Thirty-four of the men are in the five ratings directly concerned with the *Polaris* missile weapon system and 34 men are in four ratings that operate the nuclear power plant. They are electronics technicians, machinist's mates, electricians' mates, interior communication electricians,

member of a *Polaris* submarine crew.

While FBM submarines are still being built, he may join a pre-commissioning crew, or he will be assigned as a replacement in a crew already experienced on patrol. If he goes to a pre-commissioning detail, he will spend from seven to 11 months at the shipyard, getting a thorough understanding of the ship and its systems as it takes shape.

Once the ship is commissioned, the crew begins the on-the-job practical training which continues for the rest of their time in FBM submarines.

Before the ship goes on its first patrol, both crews get a chance to participate in actual submerged missile launchings at sea as part of the test and analysis programs required of every submarine.

When the final tests are completed, one crew takes the submarine on patrol and the other remains in the home port getting ready for their turn.

AS NEW AND BETTER equipment is developed for the system, a man might have to return to school for a few weeks or months to learn how to operate and maintain it.



LIKE THIS—Potential submariners spend eight weeks in submarine school learning the rudiments of sub life. Here, students 'take a ride' on sub control mock-up.

After a man has mastered his own particular specialty, he then starts on the road to becoming a supervisor and must learn the operations of the entire system much as a systems engineer does.

At this point, the circle becomes complete and he is responsible for instructing new men who are follow-

ing the same path he took.

Polaris submariners are operating and maintaining systems using the most advanced technology of the day. Their training is necessarily equally advanced. The highly capable *Polaris* submariners and their sub combine to give our nation its mightiest deterrent to nuclear war.

of a *Polaris* Submariner

quartermasters, torpedomen, fire control technicians and missile technicians. The rest are sonarmen, enginemen, radiomen, yeomen, commissarymen, storekeepers, hospital corpsmen or stewards. Every officer and man is an expert in his field and has received special training ranging from four weeks to over two years. The average age of the crew is 24, and almost all are high school graduates.

A few days before going on patrol, the submarine is taken out to sea and put through her paces to insure that she is seaworthy and all equipment is working as it is supposed to.

AS SCHEDULED, the submarine, complete with new crew, full provisions and all repairs made, slips away for patrol. All the crew knows about the voyage is that they will be gone for 60 or more days and they will be submerged the entire time. Where they are going, what route they will take to get there, just when they will return, only the skipper knows. The whole crew is aware that the only reason for being on

patrol is to be ready to launch their cargo of 16 *Polaris* missiles, if and when the President orders them to do so.

All the money, all the time spent in training, all the effort put into the system is for that sole purpose. By being on patrol virtually beyond a potential enemy's ability to find them and by being ready to launch missiles at any time they know their ship is a deterrent to an enemy's attacking our country.

As soon as they reach deep water they pull the plug, and for two

months they will live, work, eat and play in the artificial world of their spaceship in the sea.

Everyone has already donned the specially designed blue coveralls which are the uniform on patrol. Designed for comfort, the patrol suit is also a practical wash and wear item and eliminates the problem of lint, which could foul the air.

SHORTLY AFTER submerging, the ship settles into the routine which will be followed for the entire cruise. For the missile system and nuclear

DEMAND for FBM submen has grown with increase in the *Polaris* sub fleet.





POLARIS SUBMARINERS stand duty at the helm while at sea on extended patrol.

power technicians, the sonarmen and radiomen, this means shifts of six hours on and six hours off. Ship's routine is up to the skipper and, in some cases, watches are stood on a four-hour-on, eight-off basis.

The yeomen, corpsmen, storekeepers, cooks, stewards and some others may work normal 10 to 12 hour days or split their work to cover periods required. To keep some sort of distinction between day and night, the ship is rigged for red at night time.

The submarine has been assigned to patrol a specific area and at all times is in range of assigned targets. Since the mission is to be ready to fire missiles on command, main emphasis of the daily routine is bent toward keeping the missiles in an *up* status ready to go. Missile firing drills are as much a part of life as eating and sleeping. The men never know whether they are being called to battle stations for a drill or for the real thing.

The first several years of patrol experience have shown that FBM submarines average having 15 of their missiles ready for launch 99 per cent of the time and all 16 of them over 95 per cent. In addition to being ready to launch missiles, the submarine has to be ever alert to take evasive action if she detects strange ships, either submarine or surface, in her area. Each FBM submarine carries torpedoes as defensive weapons to protect herself.

COMMUNICATIONS are the vital link with authority which can order missiles launched, so radiomen keep 'round-the-clock vigil. Besides standing by to receive the firing message, should it be sent, the radiomen provide the only contact with the world outside.

Daily news broadcasts by the Armed Forces Radio Service are also picked up. This keeps the crew informed on national and international events, but *Polaris* submariners confess to feeling a little like Rip Van Winkle when they return home to be drawn into a conversation concerning local events which happened while on patrol and of which they have heard nothing.

The most eagerly awaited communications from outside the submarine are family-grams. Each crew member can receive three during a patrol. They are limited to a few words—just enough to tell the man on board that all is well at home. If there is some important event in a crew member's life, such as a birth in the family or serious illness, he is also informed.

An FBM submarine receives constant message traffic during a patrol, but is not allowed to send any since it could give away her position. This makes for unusually self-sufficient families of *Polaris* men. When husband and father goes to sea, wife and children know they will receive no instruction or encouragement from him until he returns to his

home port. If any unusual situation arises in which a family needs help, the Chaplain and other *Polaris* families are always ready, willing and able to pitch in to help the family whose head is out on patrol.

As might be expected, all is not work on board the submarine during patrol.

Bunks for the crew are scattered throughout the ship. So are the comparatively spacious crew's quarters. Only the Captain has his own cabin. The officers double and triple up in well designed, but compact staterooms. The ship is decorated throughout in light pastel colors to provide a pleasing atmosphere for the long haul.

MEN WHO HAVE SERVED in diesel-powered submarines find it pleasantly difficult to adjust to the plentiful supply of water afforded by nuclear submarines and to the fresh air and space.

The crew's mess is large by submarine standards and serves the additional purpose of movie and recreation hall, study area and country store cracker barrel.

Eating, of course, is of major concern, and every possible effort is made to provide outstanding food. This begins with the excellence of the cooks who are given special training at topflight restaurants before joining a *Polaris* crew.

When the ship leaves port, it carries a supply of food that will more than cover the expected duration of the patrol. Boneless and ration-dense foods are used to save storage space, but submariners swear by the ability of the cooks to prepare a meal as fresh looking and tasty as you can get. Almost all, however, revel in the abundance of fresh lettuce and other such foods when their patrol is ended.

Food consumption, on a typical patrol, will include something like 4000 pounds of beef, 3000 pounds of sugar, 1200 pounds of coffee, 120 pounds of tea, 2000 pounds of chicken, 1400 pounds of pork loin, 1000 pounds of ham, 800 pounds of butter, 3400 pounds of flour and 960 dozen eggs.

Some of the more enticing items listed on the menu are chicken Isabella, baked Alaska, shrimp Newburg, beef Stroganoff and lasagna. Standard favorites are roast beef and steak.

Four meals a day are served, in-

cluding breakfast, lunch, dinner and a soupdawn in mid-afternoon. The galley is open the rest of the time so anyone can help himself. Needless to say, with this abundance of calories available and beckoning, keeping the waistline under control could become a problem. There are, however, exercise machines available for this purpose.

ORIGINALLY, there was a fear that boredom would plague the crew on long patrols, but this has not been a problem. This is partly due to the long hours of hard work required on the part of every officer and man to keep the submarine ready at all times for its mission.

Off hours are more than filled with recreational facilities available, a well-stocked library, the need to study for advancement in rate and, if desired, the opportunity to take college-level courses for self-improvement and college credit.

Harvard University has devised a full, two-year course of instruction for the men to earn credits toward a bachelor's degree. Lectures for the most part are on film, and the great

est share of the work is done while on patrol. Any lectures, tests or laboratory work which can't be accomplished on patrol are done in the home port as part of the day's routine. These courses are available only to *Polaris* submariners.

The submarine carries a good supply of movies, and movie call goes at least once a day, although usually twice to take care of day and night workers.

ALL IN ALL, the crew finds that time passes faster than expected, and soon it is time to head back and turn the ship over to the Blue crew once again.

When the submarine surfaces and the men rejoin the world of ordinary mortals, the first taste of fresh air is not too greatly appreciated, since the controlled air of the submarine is cleaner and purer.

A rash of colds may hit the crew right after return too, for they have been free from infection since about a week after submerging on patrol.

Once they are home, the crew may take leave if they want it. Like other Navymen, *Polaris* men get 30

days' leave a year and usually split it between home port periods.

After a week or two of getting used to home life, the crew starts on a regular five day a week program of refresher training. Of particular importance is their work at Edwards Hall, which was built to furnish refresher training for off crews.

Family men, of course, spend as much time as they can with wives and children. One of the advantages of *Polaris* life is that the men know exactly what their schedule will be for the next year or so and can plan ahead with reasonable certainty. This is seldom the case with other men in any of the military services.

About one quarter of the crew will change during the off-patrol period with old timers going to shore duty or other submarines. Many may join pre-commissioning details of brand new FBM submarines which are still being built.

Three months later the Gold crew will once again leave home and family, grass and sky and return to the strange but exciting world beneath the seas.

LOADING UP—*George Washington* (SSBN 598) receives missile liner during night by pier at NB Charleston, S.C.



Duty:

has plagued authorities in that part of the world for centuries, and is the more aptly termed "infiltration." It involves the laborious process of hop, skip and jump small bundles of supplies down the coastline, either in commandeered fishing boats or Viet Cong owned and operated freighters disguised as fishermen.

Though time consuming, it is perhaps the most successful means, due to the difficulties involved in stopping and searching the thousands of boats off the coast at any one time.

The second kind is more dangerous, and its discovery was one more factor for setting in motion the U.S. Navy's full scale participation in the anti-communist effort south of the 17th Parallel.

IT CAME TO LIGHT with the discovery and destruction of a small steel-hulled seagoing freighter unloading large quantities of supplies at Vung Ro Bay, north of Nha Trang, in mid-February. Enough equipment was captured, as estimated by U.S. Navy intelligence advisors, to outfit an entire Viet Cong battalion at one time.

It was thought that the freighter escaped detection by Coastal Force units by the simple expedient of "perpendicular penetration," a tactic whereby the smuggler sails a vessel from some communist port and remains well out to sea, following a course roughly parallel to the coast but far beyond range of detection by any local or patrolling force. When it reaches a point on its course opposite its ultimate destination, the invader then runs straight into the point on the coast where it is to rendezvous with local terrorist units. Thus it avoids contact with coastwise patrolling forces.

It was also determined from the wreck of the Vung Ro invader that it mounted enough armament to dispose of any of the smaller patrol vessels inquisitive and unfortunate enough to gain contact.

BECAUSE OF THIS LATTER technique—a bigger supply effort and therefore a potentially more dangerous one—the Republic of Vietnam requested the assistance of the U.S. Navy in policing the tortuous coast-



WATER WORKS—Section of Mekong delta illustrates the difficulty of policing.

ON ANY ONE DAY, between 40 and 60 thousand small white-sailed junks of Vietnam ply their trade along the coast from the Demilitarized Zone on the 17th Parallel to the island of Phu Quoc, close by Cambodian waters. This is a distance of about 1000 miles, if the coast were a straight line. It is not.

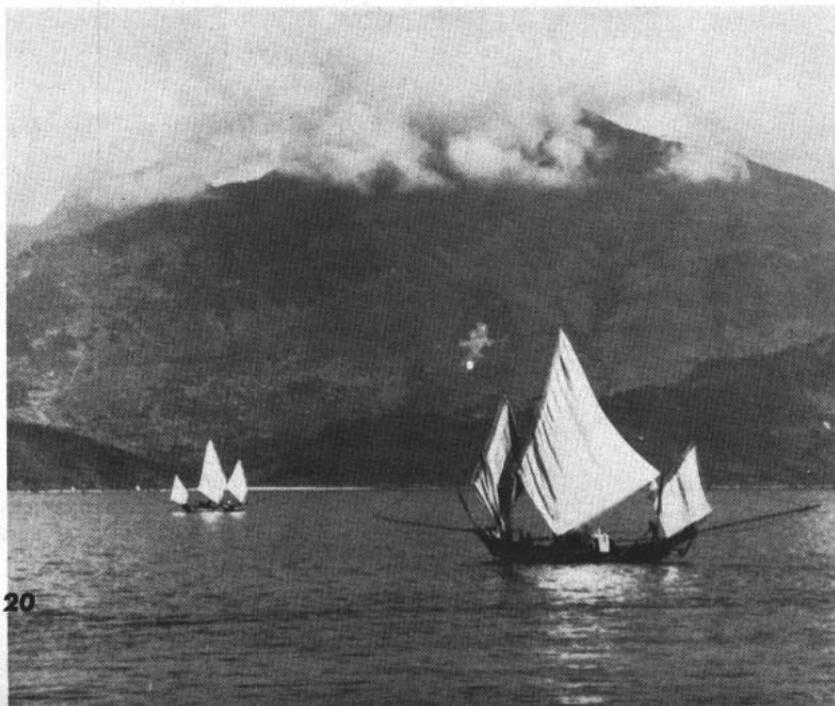
The warm, blue-green waters that wash the alternately arid and green shores of South Vietnam support the thousands of fishermen who inhabit and work the IndoChinese coast.

Deeply indented, pock-marked with river mouths, inlets and bays, the coastline is also a haven for the people who are striving to subvert the entire populace of Southeast Asia.

That's the root of the problem for the Coastal and Sea Force units of the Vietnamese Navy.

Two distinct kinds of smuggling typify the infiltration of arms, ammunition and supplies into South Vietnam to the support of the Viet Cong terrorists. The first is one that

JUNK WATERS—Native fishermen sail their junks in waters along Vietnam coast.



Coastal Surveillance

line, and began what is now known as *Operation Market Time*.

The Vietnamese government took a number of steps to tighten their defenses: First, they declared their territorial waters up to the three-mile limit to be a "Defensive Sea Area," within which any vessels not clearly engaged in innocent passage would be subject to arrest and disposition in accordance with the laws of the Republic of Vietnam.

Secondly, they announced that they would begin to exercise control over passage of vessels through the contiguous zone extending to twelve miles from their coast, to the extent necessary to prevent infringement of their customs, fiscal, immigration and sanitary regulations.

They also declared that they would take any steps necessary beyond the twelve-mile contiguous zone to prevent any infringement of their laws by vessels reasonably believed to be South Vietnamese, even though they might be flying a foreign flag or refusing to show one at all.

THE U.S. NAVY DESTROYERS USS *Black* (DD 666) and USS *Higbee* (DD-806) were dispatched from Task Force 71, an element of the Seventh Fleet, and were on station by March 16. The two pioneering ships were soon joined by a cruiser, more destroyers, ocean and coastal mine-

sweepers, support vessels, and patrol aircraft of various types.

The counter-infiltration effort was given real impetus when, after a month of only standing by and reporting suspicious vessels, American Navy units were given the green light to stop and search coastal traffic. Vietnamese liaison officers and men, stationed aboard each vessel, gave them the authority they needed to actively lend a hand in the enormous task.

Originally under the direct control of the Commander of the Seventh Fleet, Vice Admiral Paul P. Blackburn, Jr., Task Force 71 (the ships participating in *Market Time*) was put under Commander, Cruiser-Destroyer Flotilla Seven, Rear Admiral Edwin S. Miller, on March 29. On May 30 Task Forces 71 and 72 were placed under the command of Rear Admiral Richard L. Fowler, who is now charged with overseeing the close cooperation between the Task Forces, the Vietnamese Navy, and the U.S. Naval Advisory Group in Vietnam.

IN ADDITION TO the units of the U.S. and Vietnamese Navies who do the actual patrolling, investigating and apprehending, officers and men of the two navies man five Coastal Surveillance Centers, situated at intervals along the length of the South Vietnamese coast.

Located at An Thoi on Phu Quoc Island near the Cambodian border, at Vung Tau, southeast of Saigon, at Nha Trang and Qui Nhon in the Second Naval Zone and at Da Nang near the northern border, the Surveillance Centers are burdened with the task of keeping track of all patrolling and suspect ships, coordinating the latter's apprehension, and in general running the operation from start to finish.

The suspect vessels are located by either a U.S. or Vietnamese unit, and their tracks and speeds are plotted on maps corresponding to the various areas of surveillance.

The size and layout of the Surveillance Centers varies from place to place according to the available facilities, and is never impressive by jet-age standards.

For instance, the Center at Vung Tau is situated on top of a hill with a commanding view of the general area, in a part of the old Cap St. Jacques Lighthouse. The octagonal room is only about fifteen feet in diameter, its walls covered with charts and maps. Both American and Vietnamese personnel work closely together.

AT THE SURVEILLANCE CENTER at Nha Trang the situation is a little different. The Vietnamese Navy operates in a large room of about 50

ON THE JOB—Navymen with Vietnamese inspect junk. Rt: XO of USS *Firm* (MSO 444) hands out a pack of cigarettes.





ON AIR—Vietnamese and U.S. Navy-men check shipping from *Neptune* while on Operation Market Time.

feet by 30 feet, one entire wall of which is a detailed map of the coastline from Binh Dinh Province to Binh Tuy in the south. Their U.S. counterparts work apart in a small room to the side, where they monitor operations over several radios set up against one wall. Other Coastal Surveillance Centers are even simpler, with more of a "radio shack" atmosphere than that of a "war room."

While active participation by U.S. ships in the actual stop-and-search operations is only a recent thing, unusual side effects of open American activity are already being noticed by the crews of ships stationed off the coast of Vietnam.

"Civic action" is a psychological warfare term used to denote efforts on the part of Vietnamese government representatives and American advisors and other personnel to raise the standard of living of the average farmer and fisherman by means of

education, aid, gifts and example. Nowhere are the results of the U.S. Navyman's legendary open-handedness more obvious than in the coastal areas of South Vietnam where ships of the U.S. Seventh Fleet are operating in support of *Market Time*.

Where fishermen and freighters in Southeast Asia have been naturally wary of authority in the past, due in part to the traditionally repressive measures of former regimes in the area, they are only too happy to submit to investigation by U.S. vessels. Technical assistance, food, cigarettes and candy for the children await the innocent toilers.

CALLED "VISITING PARTIES," inspection teams usually consist of five members: a U.S. officer, a Vietnamese officer, and a signalman, damage controlman and gunner's mate. Some of them have sent back the most unusual and encouraging reports, as in the case of the radar picket escort destroyer *uss Vance* (DER 387), which reported a recent incident where only two junks were hailed and five responded and came alongside for inspection, all apparently both willing and eager.

On the salvage ship *uss Reclaimer* (ARS 42), instant snapshots are usually taken of the junks and their crews, and passed out among the fishermen with great good humor on everyone's part. In addition, on one "visited" junk some broken machinery, a rocker-arm of the boat's engine, was welded in the *Reclaimer's* shipfitters shop and restored with

an additional gift of rice and canned tuna. The junk crew was extremely appreciative and told the Vietnamese liaison officer that they gave the *Reclaimer's* crew "a thousand thanks for their friendly assistance and gifts.

As well as these more unusual benefits accrued by the innocents, most American and Vietnamese patrol ships make a practice of leaving a token gift of cigarettes, food and candy as compensation for the inconvenience of the visits. The net result of the Operation will undoubtedly have more dividends than mere surveillance.

Another facet of U.S. Navy participation in the South Vietnamese struggle against aggression is the use of Navy guns—from the eight-inchers on the guided missile cruiser *uss Canberra* (CAG 2) to the three-inchers and 40-millimeters on the smaller patrol craft—in action against the Viet Cong.

An example of its effectiveness is the recent battalion-strength attack on the Phan Thiet District Headquarters, where five-inch gunfire from the *uss Somers* (DD 947) contributed to the rout of the attackers, accounting for 12 Viet Cong dead and another 30 wounded. Thus the gray ships stand double duty on station off the war-torn coast, giving battle to the terrorists in addition to interdicting one of their most vital supply routes—the open waters of the South China Sea.

—Story by Thomas L. Moore, JO2, USN

—Photos by Jean C. Cote, PH1, USN

ON WATER—U.S. Navymen and their ships are taking part in the big job of searching ships for contraband.





DRAGONS compete in Taiwan event. *Rt:* Opening ceremony. *Below:* VIP dragon teams at reviewing stand after race.

They Rode a Dragon

One day while out dragging a dragon . . . er, that is, while racing some other dragon . . .

Well anyway, in a recent dragon race our team had the fastest dragon and won a trophy.

See, there was this bunch of dragons about to be entered in a race (it's always done about this time of year—in honor of Chu Yuan, a Chinese poet).

We all know that when in Rome we should do as the Romans do. So shifting the geographical emphasis and applying a corollary, it's understandable that the men of Headquarters Support Activity, Detachment Five, could not restrain themselves from racing one of those dragons on Taiwan. Right? Everyone else in the town of Kaohsiung was doing it, including the people from City Hall.

"Let's get ourselves a dragon racing team men," says the Detachment Five officer in charge. "All we need is 27 men with plenty of stamina."

"Sure," said the local officials, "We'd be glad to let the U. S. Navy in on the fun."

The dragons are oar-propelled

boats guided by an after tiller.

Before the big event, four short practice sessions proved to the Navy entrants that a dragon is not easily moved. Not once were they able to sustain themselves over the entire half-mile course.

Not to worry, however. Everyone knew the contest was to be all in fun, and there were no professionals among the competitors. The Navy crew was entered in the VIP race. They were to race with local school officials and the City Hall team.

Even if they couldn't row the whole course, the Navy team decided, after a not very impressive showing at practice, that they should dress for the occasion. Uniform of the day was prescribed as whites with coolie hats. *Hai-Lung* (Seadragon)—the team name—was stenciled across the back of each crewman's shirt.

Then the big day arrived. The banks of the Love River were lined with thousands of partisan spectators, including Navy dependents.

Ceremonies were observed, the Nationalist Chinese Frogmen gave demonstrations, and the race began.

When the starter's gun announced



the beginning of the VIP race, the Navy Seadragon did not falter. Much to their own surprise, the Seadragons not only completed the course at a race pace for the first time, but they won in their category.

To the victors went a trophy and a loud cheer from the watching crowds and their Chinese hosts.



OUT FRONT—US team leads way. *Rt:* Chinese UDT men perform. *Above:* Trophy is presented B. R. Winter, BU1, USN.





On patrol with the Junk Force.



Flagship USS Oklahoma City (CLG 5) shelled Viet Cong.

Vietnam Log: Seventh Fleet

AT A NEWS conference in Saigon, a U. S. military spokesman was answering reporters' questions about military operations in Vietnam. It was just before the monsoon season, in early June.

Asked about the pattern of Viet Cong attacks, he reported that there was no apparent change in pattern, but that the Viet Cong had significantly increased the tempo of their attacks recently.

Thus, with the approaching summer monsoons, earlier predictions of increased Viet Cong activity during this season were proving accurate.

U. S. military advisors had anticipated the stepped-up offensive because the monsoons create bad flying weather. Coordinated ground and air strikes present the South Vietnamese with the most effective means for fighting the Viet Cong.

But, as the monsoons set in, the U. S. and South Vietnamese air strikes continued, with no evidence of interference by nature.

Navy Seventh Fleet carrier-based aircraft continue to play a major role in these operations, both north and south of the 17th parallel.

In addition to air support, other Navy contributions to the war effort include almost daily fire support missions against Viet Cong concentrations in South Vietnam by Seventh Fleet ships, and construction of airfield facilities by Seabees. Navymen in South Vietnam numbered about 3500 as of early June (out of about 51,000 U. S. military personnel), with many thousands more on board Seventh Fleet ships participating in the action.

June brought the first confirmed kills of communist MIG fighters since fighting began in Vietnam. Three MIGs were shot down within four

days by Navy carrier-based aircraft (see box for report). (Previously, one of four MIGs in a clash with four *Phantoms* near Hainan Island on 9 April was considered down. Pilots said it was afire when it disappeared into the clouds.)

Vietnam action has claimed the lives of five more Navymen since the last ALL HANDS report, which listed deaths through 2 Jun 1965. As of 1 July the total of Navymen killed in Vietnam stood at 31, with seven others listed as missing. A total of five Navymen, once listed as missing, have subsequently been rescued or have returned—three of the five returning to safety in June.

Of the five Navy deaths recorded since 2 June, major action in the battle at Dong Xoai in early June accounted for two. They were Seabees, the first Seabees killed in Vietnam. Another Navyman was killed in the terrorist bombing of the My Khanh floating restaurant in Saigon, one pilot was shot down over North Vietnam and one corpsman died from wounds received in a ground engagement.

AS PREVIOUSLY reported, ALL HANDS' roundups of Navy actions in Vietnam are based on dispatches from Saigon. They form a brief historical record of the role our sea forces are playing in the joint effort to break the will of communist North Vietnamese aggressors who are unlawfully perpetrating war against the government of South Vietnam.

Major participants in this action since the last report are the carriers *uss Midway* (CVA 41), *Oriskany* (CVA 34), *Bon Homme Richard* (CVA 31) and *Coral Sea* (CVA 43). Here is a capsule of daily actions:

2-4 June — *uss Canberra* (CAG 2) launched six shore bombardment fire support missions for Marines in South Vietnam.

4 June — *Bon Homme Richard* aircraft flew 85 sorties against communist targets in South Vietnam, with consistent "good hits" reported after dropping 53 tons of bombs, along with rockets and 20mm cannon fire.

5 June — *Midway* aircraft on armed reconnaissance missions over North Vietnam attacked bridges, boxcars and river craft. *Bon Homme Richard* aircraft inflicted extensive damage in the Ben Thuy port facility, 160 miles south of Hanoi.

6 June — *Midway* aircraft continued armed reconnaissance penetration of North Vietnam, destroying construction vehicles, bridges and boxcars. Other *Midway* aircraft attacked about 30 barges in the Song Ma River, seven miles from Vinh, damaging more than half of them.

Bon Homme Richard planes struck at port facilities in Vinh, scoring several hits with missiles and bombs, and later flew other armed reconnaissance flights over North Vietnam, striking several military targets.

7 June — *Bon Homme Richard* and *Midway* planes struck the Vinh army barracks, scoring many direct hits and causing substantial damage. *Midway* aircraft also bombed and strafed boxcars and barges in North Vietnam.

8 June — *Bon Homme Richard* aircraft bombed warehouses, a bridge and a petroleum storage facility in North Vietnam. *Midway* aircraft destroyed the Co Dinh power plant. Other *Bonnie Dick* planes restruct the Ben Thuy port facility.

9 June — 42 *Midway* and *Bon*



Junk is checked by patrol. Vietnamese orphan has new dress and friend.



Jet leaves USS Hancock (CVA 19) for raid.

Units Have Big Role

Homme Richard aircraft bombed the Vinh army barracks, a previous target, while other *Midway* planes continued route reconnaissance missions, striking at road and bridge targets.

10 June — *Midway* aircraft, on route reconnaissance missions, damaged boxcars, trucks and barges in North Vietnam. On another mission, another *Midway* plane struck at the Hon Matt Island radar site 154 miles south of Hanoi, inflicting considerable damage. During a later

restrike at this site, which brought the estimated total destruction to 80-90 per cent, one *Midway Skyraider* was lost when the plane hit a ridge pulling away from the target. No chute was observed and the plane exploded upon impact. The pilot was killed.

Bon Homme Richard aircraft again struck the Vinh army barracks, causing further extensive damage, and attacked barges and lighters in the Song Ca river.

11 June — *Midway* aircraft struck

Chanh Hoa army barracks, bridges, railroads and barges in North Vietnam.

12 June — *Bon Homme Richard* aircraft attacked bridges in North Vietnam.

Oriskany aircraft flew 83 sorties against Viet Cong targets in South

Prop-Driven Skyraiders Were No Phantoms to Downed MIGs

The first definite kills of enemy aircraft in Vietnam were credited to U. S. Navy pilots in June. During a stopover on the carrier *uss Midway* (CVA 41), while visiting Vietnam at that time, Secretary of the Navy Paul H. Nitze made the official public announcement.

Two F4 *Phantom* aircraft from *Midway* were flying combat air patrol missions north of other *Midway* and *Bonne Homme Richard* aircraft striking targets in North Vietnam on 17 June.

The *Phantom* pilots, LT E. D. Batson, Jr., USN, and CDR Louis C. Page, USN, were accompanied by radar intercept officers LCDR Robert B. Doremus, USN, and LT John C. Smith, Jr., USN.

Flying between 10,000 and 20,000 feet, about 50 miles from Hanoi, four MIGs were sighted approaching in loose trail formation.

The MIGs turned as if they were going to attack, but before they had a chance to fire, the *Phantoms'* missiles knocked down two of them. A parachute was seen opening

above one of the falling, flaming MIGs. There was no word on whether the other communist pilot tried to bail out.

The dogfight lasted only 29 seconds, during which the other two MIGs fled. Each *Phantom* pilot fired one missile, accounting for the two kills.

Three days later (20 June) a four-plane flight of propeller-driven A1H *Skyraiders* from *Midway* were flying over North Vietnam on an armed reconnaissance mission when they were advised that MIGs were in the area.

The Navy pilots soon sighted the MIGs—about the same time the MIG jet pilots spotted them. The MIGs launched an attack, firing rockets.

Diving low in hopes of eluding the MIGs, the Navy pilots performed a few choice maneuvers, began dodging through the hills and flying in circles. They were closely pursued by rocket-firing MIGs.

Finally managing to separate the two attackers, two of the Navy *Sky-*

raiders got fire position on one MIG and delivered many rounds of cannon fire into it. The MIG, hit badly, crashed and burned.

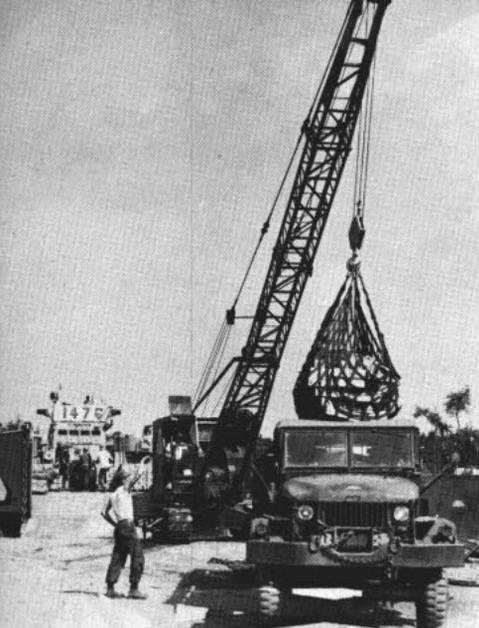
The other MIG climbed and cleared out of the area.

Adding to the drama for one of the Navy pilots, who was credited with a one-half kill, was a silenced radio.

LT Clinton B. Johnson, USN, reported afterward that the whole incident came as quite a surprise to him. He was not aware that his radio was out, and had not received warning of the approaching MIGs. Suddenly he saw tracer rounds firing past his canopy.

After that, he was not long in sizing up the situation. While eluding the MIG during a second pass, he saw the other MIG closing on a squadron mate's tail. It was then that he and his wingman, LTJG Charles W. Hartman, USN, shot down the MIG.

Other pilots involved were LCDR Edwin A. Greathouse, USN, and LTJG Jim S. Lynne, USN.



Supplies are off-loaded from LCM.

Vietnam, destroying 53 structures, 14 huts and one sampan and damaging an additional 36 structures, 10 huts and numerous gun emplacements.

Midway aircraft struck the Yen Phu army barracks on the coast of North Vietnam 116 miles south of Hanoi. In further armed reconnaissance missions over North Vietnam, *Midway* aircraft struck trucks and bridges.

13 June — *Bon Homme Richard* aircraft struck the Thien Linh Dong army supply depot 90 miles south of Hanoi. The target was reported 80 per cent destroyed. Other "*Bonnie Dick*" planes flew armed reconnaissance missions over North Vietnam. *Midway* aircraft again struck the Yen Phu barracks.

14 June — *Midway* aircraft destroyed a steel girder bridge about 150 miles south of Hanoi, and made two restrikes on the Yen Phu barracks, causing further damage to the facility. *Oriskany* aircraft flew



Crusader returns to USS Coral Sea. Crew of USS Rowan now wears Junk Force beret.

118 sorties against Viet Cong targets and troop concentrations in South Vietnam, destroying 42 buildings and storage facilities.

15 June — *Bon Homme Richard* aircraft flying route reconnaissance missions over North Vietnam struck two bridges on a main route south.

16 June — *Bon Homme Richard* and *Midway* aircraft made successive strikes against the Yen Phu barracks, destroying several more buildings. *Oriskany* aircraft flew 121 sorties against Viet Cong concentrations and strongholds in South Vietnam, destroying 141 structures and damaging 57 others.

17 June — *Oriskany* aircraft flew 80 sorties against Viet Cong concentrations and strongholds in South Vietnam, destroying 82 structures and five sampans. *Midway* aircraft on route reconnaissance missions over North Vietnam bombed barges, highways and boxcars.

Later, *Oriskany* aircraft flew north of the demilitarized zone to inflict damage on three highway bridges and also damaged barges in the Gulf of Tonkin. Other *Oriskany* aircraft flew 80 sorties against Viet Cong targets in South Vietnam.

Two F-4 *Phantoms* from *Midway* shot down two Communist MIG-17s over North Vietnam when their com-



bat air patrol was approached by four MIGs. The other two MIGs disappeared.

18 June — *Midway* and *Oriskany* aircraft flew north of the demilitarized zone once again, attacking a number of targets including barges, boxcars and bridges. Extensive damage was reported. Other action by *Oriskany* aircraft involved a total of 30 sorties against Viet Cong concentrations and structures in South Vietnam.

19 June — *USS Oklahoma City* (CLG 5) conducted two separate gunfire missions against Viet Cong areas in South Vietnam with "excellent results."

A flight of six *Oriskany*-based planes conducted an armed reconnaissance flight over North Vietnam, striking highway targets 150 miles south of Hanoi. Others bombed the Phu Qui army barracks, boxcars and bridges, while others flew 72 sorties against Viet Cong positions in South Vietnam.

20 June — *Midway* aircraft struck the Vinh Son supply depot 150 miles south of Hanoi, destroying 40 per cent of the target area. Heavy flak was encountered, but all planes returned safely to the carrier. Other strikes were made against storage caves, a parking area and tank farm.

Four prop-driven A1H *Skyraiders* from *Midway*, on a mission over North Vietnam, were attacked by two MIG jet fighters. One MIG was shot down and the other escaped after a five-minute engagement. All U.S. planes returned safely to *Midway*.

Bon Homme Richard aircraft flew 80 sorties against Viet Cong targets in South Vietnam.

21 June — *Midway* aircraft flew route reconnaissance missions over North Vietnam and also struck the Moc Chau army barracks and a petroleum storage facility, while *Oriskany* aircraft bombed two rail-

Navymen Killed in Action in Vietnam Since 2 Jun 1965

NAME	DATE	ACTION
DOUGHTIE, Carl L., LTJG, USN	6-10-65	Shot down in aircraft from <i>Midway</i> over North Vietnam.
HOOVER, William C., SWF2, USN	6-10-65	Killed in village of Dong Xoai.
SHIELDS, Marvin G., CMA3, USN	6-10-65	Killed in village of Dong Xoai.
ACOSTA, German P., SD1, USN	6-25-65	Killed in bombing of My Khanh floating restaurant in Saigon.
STILES, Charles W., HM2, USN	6-29-65	Died from gunshot wound received in hostile engagement.
Brown, William L., LT, USN	7-9-65	During attack on Junk Division headquarters
Stein, Leon C., BM1, USN	7-9-65	During attack on Junk Division headquarters
Dionne, Robert P., HN, USN	7-14-65	After mortar explosion in friendly area
Bennett, Daniel J., HM3, USNR	7-17-65	In a ground operation



USS Windham County landed Marines. Rt: Bon Homme Richard bombed the enemy.



USS Pollux (AKS 4) supplies TF 77 ship.

road bridges, a highway bridge and three barges. *Oriskany* planes also flew about 60 sorties against Viet Cong targets in South Vietnam.

22 June—*Midway*, *Bon Homme Richard* and *Oriskany* aircraft continued strikes in North Vietnam, again bombing the Vinh Son supply depot 150 miles south of Hanoi, bridges, barges and other military targets. *Bon Homme Richard* aircraft flew 79 sorties against Viet Cong targets in South Vietnam.

23 June—*Midway* aircraft continued route reconnaissance flights over North Vietnam, striking several military targets and an underground petroleum storage facility. *Midway* planes restruct the Moc Chau army barracks twice, inflicting greater destruction.

Bon Homme Richard aircraft flew over 70 sorties, bombing and strafing Viet Cong concentrations and associated structures in South Vietnam.

24 June—*Midway* and *Oriskany* aircraft again struck the Vinh Son supply depot, the Moc Chau army barracks, bridges and a barge in North Vietnam.

Bon Homme Richard aircraft flew 60 sorties against Viet Cong concentrations and associated structures in South Vietnam.

25 June—*Coral Sea*, *Midway* and *Oriskany* aircraft continued route reconnaissance flights over North Vietnam, striking several military targets. One Navy A4 *Skyhawk* was lost and the pilot is missing.

In addition, *Midway* aircraft conducted two separate strikes against the Qui Hau ammunition depot, 50 miles south of Hanoi. Severe damage was reported.

Later, on their first day in action after a short rest, *Coral Sea* pilots struck the Hon Matt Island radar site off the coast of North Vietnam and bombed railroad targets south of

Hanoi. *Bon Homme Richard* aircraft flew 90 sorties against Viet Cong targets in South Vietnam.

26 June—*Coral Sea*, *Midway* and *Oriskany* aircraft continued route reconnaissance flights over North Vietnam, bombing several military targets, including restrikes on the Qui Hau ammunition depot. *Bon Homme Richard* planes flew 73 sorties against Viet Cong concentrations and structures in South Vietnam.

27 June—*Midway* aircraft restruct the Qui Hau ammunition depot 50 miles south of Hanoi. Other *Midway*, *Oriskany* and *Coral Sea* aircraft flew route reconnaissance missions over North Vietnam, making several strikes. *Bon Homme Richard* aircraft flew 88 sorties against Viet Cong targets in South Vietnam.

28 June—*Oriskany* and *Coral Sea* aircraft flew armed reconnaissance missions over North Vietnam, striking military targets, including a communications installation on Tiger Island. *Bon Homme Richard* aircraft flew 72 sorties against Viet Cong targets in South Vietnam.

29 June—*Coral Sea* and *Oriskany* aircraft conducted armed reconnaissance flights over North Vietnam, attacking bridges, barges, a radar site and road targets. *Bon Homme Richard* aircraft flew 91 sorties against Viet Cong concentrations in South Vietnam, 71 of which were in direct close air support of friendly operations against Viet Cong elements.

30 June—*Oriskany* and *Coral Sea* aircraft hit railroad and highway targets in North Vietnam. They also launched two intensive strikes against the Vinh airfield. *Coral Sea* aircraft destroyed the Sam Son radar site 90 miles south of Hanoi.

A Navy pilot escaped injury when his A1 *Skyraider* plunged into the sea shortly after taking off from *Oriskany*. He was rescued by the destroyer *uss Perkins* (DD 887).

30 June—*Bon Homme Richard* air-

craft flew 90 sorties against Viet Cong concentrations in South Vietnam.

1 July—*Independence* and *Bon Homme Richard* aircraft flew a total of 167 sorties against Viet Cong concentrations in South Vietnam.

1 July—*Coral Sea* aircraft conducted a 20-minute strike against the Dong Hoi airfield, 35 miles north of the demilitarized zone and later struck the Vinh airfield in North Vietnam.

2 July—*Oriskany* aircraft flew missions against a variety of targets in North Vietnam on three separate strikes. They attacked road and river targets, the Bon Ron Xa military complex and the Nam Dinh oil storage depot.

uss Buckley (DE 51) bombarded 166 targets in South Vietnam with her five-inchers. *uss Hanson* (DD 832) later mounted a second fire support mission from off the coast, zeroing in on a Viet Cong installation and staging area located 350 yards from a friendly village. All shells hit directly on the target, with no damage to the village.

3 July—*Independence* aircraft bombed the Qui Hau ammunition depot 45 miles from Hanoi. Other *Independence* and *Coral Sea* planes flew several armed route reconnaissance missions over North Vietnam, striking road and river targets.

Oriskany aircraft flew 80 sorties against Viet Cong positions in South Vietnam.

4 July—*Coral Sea* aircraft restruct the Qui Hau ammunition depot and several road targets in North Vietnam. *Independence* planes continued armed route reconnaissance missions

in the north. *Oriskany* aircraft flew about 90 sorties against Viet Cong positions in South Vietnam.

5 July—*Coral Sea* and *Independence* aircraft conducted strikes on highway, river and railroad targets in North Vietnam. *Oriskany* aircraft flew 95 sorties against Viet Cong positions in South Vietnam.

6 July—*Coral Sea* and *Independence* aircraft struck highway, river and railroad targets in North Vietnam. *Oriskany* aircraft flew about 100 sorties against Viet Cong positions in South Vietnam.

7 July—*Coral Sea* and *Independence* aircraft struck railroad, river and highway targets and radar sites

in North Vietnam. They later made two strikes on the Qui Hau ammunition depot 45 miles south of Hanoi, inflicting extensive damage.

Oriskany aircraft flew 100 sorties against Viet Cong positions in South Vietnam. *Independence* and *Coral Sea* aircraft flew 20 sorties over South Vietnam in support of amphibious operations being conducted in Binh Dinh province.

8 July—*Coral Sea* aircraft knocked out an antiaircraft site 150 miles south of Hanoi. *Independence* planes attacked barges, bridges and the Bai Thong barracks in North Vietnam.

A Naval officer on coastal sur-

veillance patrol north of Saigon was wounded in the leg during an attack, but was not considered in serious condition.

Oriskany aircraft flew 90 sorties against Viet Cong concentrations in South Vietnam.

9 July—*Coral Sea* and *Independence* aircraft continued armed reconnaissance missions over North Vietnam, striking a variety of targets. Other *Coral Sea* planes bombed the Ben Thuy port facility on inland waters about 165 miles south of Hanoi.

A Viet Cong battalion overran Junk Division Headquarters in Chu Lai area of South Vietnam. U. S.

From Riding Shotgun to Air Duels,

Behind the headlines, Navymen go about their jobs in Vietnam as they do throughout the world. Their tasks are not always spectacular, but they are essential. Here's a roundup of varied Vietnam duty afloat, on shore and in the air.

Canberra

uss *Canberra* (CAG 2) recently carried out six separate fire support missions for U. S. Marines and Republic of Vietnam Army troops within a 48-hour period in South Vietnam.

Canberra's eight-inch and five-inch guns pounded Viet Cong positions in villages and trench systems along the South Vietnamese coast and, in one special mission, prepared the way for Vietnamese army forces to advance to the assistance of a beleaguered South Vietnamese naval installation.

This intensive shore bombardment was the first time since the Korean conflict that a U. S. Navy cruiser shelled enemy troop concentrations, and it was also the first time *Canberra* has employed her big guns against enemy forces since 1944, when she saw combat duty in the Western Pacific.

It was not *Canberra's* first difficult assignment in the South China Sea, however.

For, in the course of her assignment with the Seventh Fleet and the newly created Task Force 71 (Coastal Surveillance Force), *Canberra* had already established herself as a highly skillful jack of all trades. She carries the flag of Commander Cruiser-Destroyer Group, Seventh Fleet, and supports a communica-

tions network required by the embarked staff.

Canberra has provided the U. S. Air Force with an alternate early warning and air control radar system in the I Corps area of South Vietnam. Once her air controllers handled between 20 and 200 aircraft daily for over 40 straight days. She also steamed continuously within sight of land and was immediately available for gunfire support when the Marines landed at Chu Lai and Hue-Phu Bai, and during landings at Da Nang.

The Commander U. S. Pacific Fleet has commended *Canberra* for her contribution to electronic warfare. The ship's medical and dental departments have given prompt professional treatment to transfer cases from other ships in the force; her antiaircraft guns and missiles are used to cover neighboring operating units in her area.

And in May, *Canberra* became the first combatant ship of the Seventh Fleet to steam along the coastal route of a Marine truck convoy, riding shotgun, as it were, for this moving column.

Since leaving the States in January, *Canberra* has spent over 80 per cent of her total operating time at sea and has steamed the equivalent of more than one and a half times around the world.

Seabees

Chief Carl Harris glances out of his tent, which serves as a field office, to where tanned Seabees, working bareback, are building footings for a warehouse. Then he glances at the sky, gloomily noting

signs of rain.

As a construction supervisor in Mobile Construction Battalion Three, now based at the Da Nang air base in South Vietnam, Harris is concerned about both the construction project and the threatening rain.

MCB Three Seabees are finishing a home camp at Da Nang, in preparation for many construction projects in South Vietnam.

Their job is not glamorous, but it is important. It includes engineering and construction support for the Third Marine Amphibious Force, such as grading and paving roads, building a living cantonment for the Marines, constructing a 1000-bed hospital, wharf facilities, and the 100-and-one odd jobs for which Seabees have become famous.

With monsoon season at hand, the weather becomes a major factor when scheduling work. Even the resourceful Seabees find it difficult to prevent heavy rain from washing away newly poured concrete.

Situated in a former tobacco field, the new Seabee camp offers a striking contrast to the surrounding countryside. The roar, clang and bang of heavy construction equipment now punctuates the waning serenity of the area, where nearby farmers plow rice paddies using water buffalo.

It's all part of the changing scene in Vietnam.

Conspicuous Gallantry

Six Silver Star Medals and distinguished flying crosses were awarded to Navy pilots and flight officers aboard *uss Midway* (CVA 41) recently by Vice Admiral Paul P.

Marines and the destroyer *uss Black* (DD 666) were brought into action. Two Navymen—an officer and enlisted man serving as advisors to the Junk Force, were killed.

Oriskany aircraft flew 90 sorties against Viet Cong concentrations in South Vietnam.

10 July—*Coral Sea* and *Independence* aircraft bombed railroad, river and road targets, the Ben Thuy port facility and two barracks installations in North Vietnam. *Oriskany* aircraft flew 100 sorties against Viet Cong positions in South Vietnam, destroying 130 structures, damaging 150 others and killing an estimated 230 Viet Cong troops.

11 July—*Coral Sea* and *Independence* aircraft struck barracks, road, river and port targets in North Vietnam. *Oriskany* planes flew 90 sorties against Viet Cong concentrations in South Vietnam.

12 July—*Oriskany* aircraft flew 70 sorties against Viet Cong positions in South Vietnam, destroying 580 structures and inflicting further casualties.

13 July—*Oriskany* aircraft flew 80 sorties against Viet Cong concentrations in South Vietnam.

14 July—*Coral Sea* aircraft bombed and destroyed a radar site in North Vietnam. *Independence* aircraft destroyed an important bridge and



USS Canberra (CAG 2) bombarded coast.

other targets in North Vietnam.

14 July—A Navy corpsman was killed and another injured by mortar fire as their Marine platoon was being briefed for a patrol.

An air armada of U. S. aircraft, including 28 Navy carrier-based

Navymen Are Where the Action Is

Blackburn, Commander Seventh Fleet.

The medals were awarded to the officers for conspicuous gallantry and intrepidity in action over North Vietnam, when they shot down three Communist North Vietnamese MIG jet fighters.

Fighter Squadron 21 officers receiving the Silver Star for action in 17 June, when they shot down two MIGs, are: Commander Louis C. Page, USN, and Lieutenant Jack E. D. Batson, Jr., USN, both pilots, and Lieutenant Commander Robert B. Doremus, USN, and Lieutenant John C. Smith, Jr., USN, both radar intercept officers.

Two Al *Skyraider* pilots of Attack Squadron 25, credited with shooting down another MIG on 20 June were also decorated with the Silver Star. They are Lieutenant Clinton B. Johnson, USN, and Lieutenant (junior grade) Charles W. Hartman, USN.

Two other VA-25 pilots were awarded the Distinguished Flying Cross for their roles in the 20 June air battle. Decorated were Lieutenant Commander Edwin A. Great-house, USN, and Lieutenant (junior grade) Jimmy S. Lynne, USN.

Rowan's Berets

Crewmembers of the Seventh Fleet destroyer *uss Rowan* (DD 782) now wear the black beret with junk insignia, traditionally worn by members of the Republic of Vietnam Junk Division.

Rowan crewmen were awarded these berets for their work with the Junk Division in the Nha Trang, Qui Nhon and Da Nang areas.

The ceremony took place in Qui

Nhon, while *Rowan's* boarding and search team and members of Junk Division 22 discussed their procedures and experiences in countering Viet Cong and North Vietnamese attempts at infiltration by sea.

In addition to surveillance and anti-infiltration patrols, *Rowan* has been assigned 20 naval gunfire support missions against Viet Cong strongholds, and in defense of friendly forces.

The ship has fired over 700 rounds of five-inch high explosive projectiles, as well as participating in night engagements by providing flare illumination to prevent infiltration by Viet Cong guerrillas.

Independence—Where the Action Is

uss Independence (CVA 62) has gone west, young man, where the action is. In mid-May she transferred from the Atlantic to the Pacific, and on 5 Jun chopped to COMSEVENTHFLT.

It was only a short time after that when action came her way. On 1 July *Independence* pilots began flying bombing missions against Viet Cong concentrations in South Vietnam. Two days later they were over North Vietnam, bombing the Qui Hau ammunition depot about 45 miles from Hanoi.

Regular missions over North Vietnam have been flown almost daily since that time.

The modern carrier came well prepared for battle. In addition to carrying squadrons of A4 *Skyhawks*, F4 *Phantoms* and RA5 *Vigilantes*, *Independence* also has embarked a squadron of the Navy's new aircraft—the A6 *Intruder*.

This is a sub-sonic, all-weather, high or low altitude performer that can deliver a wide variety of weapons. It has a range of thousands of miles and is designed for use against moving targets and for pinpoint bombing missions.

Independence-based *Intruders* were flown in action over North Vietnam for the first time on 5 July, conducting armed route reconnaissance missions.

Ride on an LST

uss Windham County (LST 1170) does what comes naturally to help U. S. forces in South Vietnam. She churns right up to shore, drops her bow ramp, and begins off-loading Marines and supplies.

Ashore, Seabees from MCB 10 are busy leveling an airfield site. *Windham County* has delivered the aluminum matting which will form runways.

A unit of the Third Marine Amphibious Force says cheerio and thanks for the ride to *Windham County* crewmen. In the extreme heat of the afternoon, unloading operations move slowly. As the evening temperature drops the pace quickens.

Marine howitzers nearby are thumping away at suspected Viet Cong positions. Lights blaze the way as work continues through the night.

A certain sense of urgency pervades the area. This is not an exercise.

But thanks to many exercises and much training in times past, the operations continue without a hitch.



USS *Southerland* (DD 743), screen plane guard for striking force.



U. S. and Vietnamese Navymen meet on patrol.

planes, carried out a four-hour attack on an important Viet Cong area 30 miles from Quang Ngai City in South Vietnam. Other *Oriskany* aircraft flew 70 sorties against Viet Cong positions in South Vietnam.

15 July—*Independence* and *Coral Sea* aircraft attacked several highway and railroad targets in North Vietnam. *Oriskany* aircraft flew 110 sorties against the Viet Cong in South Vietnam.

16 July—*Coral Sea* and *Independence* aircraft struck a variety of targets in North Vietnam, including an airfield and two radar sites. One *Coral Sea* plane went down at sea due to mechanical failure. The pilot was rescued uninjured by *uss Hoel* (DDG 13).

Secretary of Defense Robert S. McNamara arrived in Saigon on a five-day, fact-finding trip, accompanied by returning Ambassador Henry Cabot Lodge.

17 July—*Independence* aircraft struck highway and railroad targets in North Vietnam on three separate route reconnaissance missions.

18 July—*Independence* aircraft struck bridges and the Ham Rong port facility during several sorties over North Vietnam. Over the Ham Rong target, where pilots encountered heavy anti-aircraft fire, one Navy plane was downed. The pilot and crewman bailed out over land and were presumed captured.

Oriskany aircraft flew 100 sorties against Viet Cong concentrations in South Vietnam.

19 July—*Coral Sea* aircraft flew several missions over North Vietnam, bombing the Ban Yom Lom barracks, the Cap Mui Ron radar site, the Ben Thuy port facility and bridges and river targets. *Independence* planes bombed bridges and river targets, and made restrikes on previous targets of *Coral Sea* aircraft.

Bon Homme Richard aircraft flew 90 sorties against Viet Cong positions in South Vietnam.

uss Ingersoll (DD 652), operating as a unit of the Coastal Surveillance Force, conducted off-shore gunfire support for an hour and a half, firing 120 rounds of five-inch ammo at Viet Cong positions in South Vietnam. *uss Oklahoma City* (CLG 5) also conducted a one-hour gunfire support mission with her five and six-inch guns, about 130 miles southeast of Da Nang. This was the ship's second mission in this target area.

20 July—Eight Coast Guard cutters arrived in Da Nang to begin duties with the Coastal Surveillance Force. *Independence* and *Coral Sea* aircraft again struck the Xom Lom barracks in North Vietnam; other targets included barges, trucks, a radar site and bridges.

Bon Homme Richard aircraft flew 100 sorties against Viet Cong concentrations in South Vietnam.

uss Dennis J. Buckley (DE 51) conducted shore bombardment missions for the second day against Viet Cong positions in the Binh Lam special zone of South Vietnam. Spotters reported significant damage inflicted on Viet Cong facilities. *uss Oklahoma City* again conducted fire support missions against two Viet Cong assembly areas in South Vietnam.

21 July—*Coral Sea* and *Independence* aircraft struck river, railroad, highway, port, radar and other military targets in North Vietnam during several armed reconnaissance missions. *Bon Homme Richard* aircraft flew 105 strike missions against Viet Cong concentrations in South Vietnam, inflicting considerable damage.

20-22 July—*uss Stoddard* (DD 566), assigned to the Da Nang harbor defense, fired 249 rounds of five-inch ammo against Viet Cong

concentrations in the area. On the 22nd, *Ingersoll* continued firing on a Viet Cong headquarters 120 miles south of Da Nang.

Also, *Coral Sea* and *Bon Homme Richard* aircraft flew a total of 125 strike sorties against Viet Cong concentrations in South Vietnam.

At night, *Stoddard* and *uss John R. Craig* (DD 885) joined forces in a mass fire support mission against Viet Cong concentrations in South Vietnam.

23 July—*Independence* aircraft struck highways, bridges, communications installations and the Hon Me radar site in North Vietnam. *uss Ingersoll* bombarded a Viet Cong command post and radio station in South Vietnam.

Combined efforts of Vietnamese Junk Division 22, two U. S. Seventh Fleet ships and USAF aircraft accounted for 22 Viet Cong junks destroyed and an estimated 50 Viet Cong killed near Qui Nhon, when the enemy boats were discovered off-loading ammunition in South Vietnam. During the ensuing strike, *uss McMorris* (DE 1036) and *uss Perkins* (DD 877) fired on the targets from off-shore.

24 July—*Independence* and *Midway* aircraft bombed the Dong Hoi barracks and other targets in North Vietnam. *Bon Homme Richard* aircraft flew 95 sorties against Viet Cong concentrations in South Vietnam.

25 July—*Independence* and *Midway* aircraft struck a variety of targets in North Vietnam while on armed reconnaissance missions.

1-15 August—The tempo of Navy operations continued at a fast pace for air units, coastal surveillance forces and other afloat units involved. ALL HANDS will continue to report the action in future issues.



IN STEP—Sixth Fleet band marches in French Mardi Gras parade and (right) plays during underway replenishment.

6th Fleet Notes

THE U. S. Sixth Fleet's primary mission is combat readiness, but there is one group of sailors with the fleet who spend much of their time making friends.

They are the 23 men of the Sixth Fleet Band, whose music has been heard in concerts and on radio and television from Lisbon to Lebanon during *USS Springfield's* goodwill visits to foreign ports as Sixth Fleet flagship.

Assigned to the flagship for ceremonial purposes, the musicians are called upon to render protocol honors when military or civilian dignitaries come aboard.

Once the protocol visits are over, the band begins a round of public concerts, broadcasts and programs at local schools, hospitals and elsewhere, as part of the Fleet's secondary mission—People-to-People.

Performances are given both as a 23-piece concert ensemble and as a 17-piece dance band. At outdoor concerts, the program is usually divided 50-50, beginning with the formal concert arrangements and winding up with Dixieland jazz favorites.

During the past year, the band has played concerts or been on the air in such Mediterranean cities as Naples, Athens, Cannes, Barcelona, Palma, Genoa, Istanbul, Livorno, Dubrovnic, Beirut, Izmir, Lisbon, Venice, Gibraltar and Trieste.

In addition to their activities, ashore, the bandsmen have a full schedule of duties while at sea. They stand various underway watches, and always play topside when the flagship is alongside another ship for refueling, transferring personnel, or taking on supplies.

The band also provides music for *Springfield's* religious services, plays impromptu concerts on the fantail of an evening, and turns out combos for mealtime music and ship's parties.

And they practice their international language—music—for the next port visit and goodwill visit.

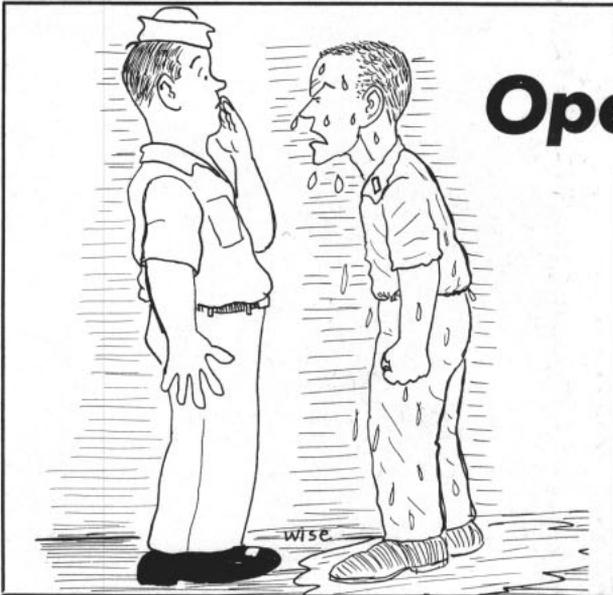


COLORS—Band plays for raising of U. S. colors in Spain.





"I tell you, Herman, I know that guy in the foul weather jacket from some place."



"Next time they pass the word to 'Dip the Ensign' . . ."



"Well, Chief . . . we discovered something extremely interesting while you were on leave!"



L.V.ZAYAUSKAS LTJG USN

Operation Ho-Ho-Ho

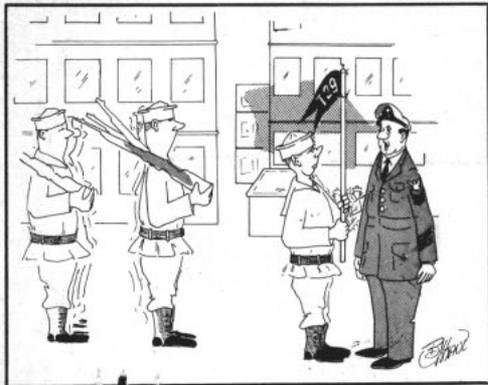
NOT TAKING ONE'S SELF TOO SERIOUSLY is a virtue which is aptly demonstrated each year by the contestants of the All Navy Cartoon Contest in which one of the rules specifies that entries must be on a Navy subject. It is difficult—the experts say—to analyze what makes a cartoon funny and it is just as obvious this year, as in the years past.

The cartoons chosen as winners in this year's contest all rated hearty guffaws from the five judges. Nevertheless, picking a winner in this year's contest was no easier for the 1965 panel than it was for those judging the contest in any of the other years. The percentage of entries that were very good was unusually high.

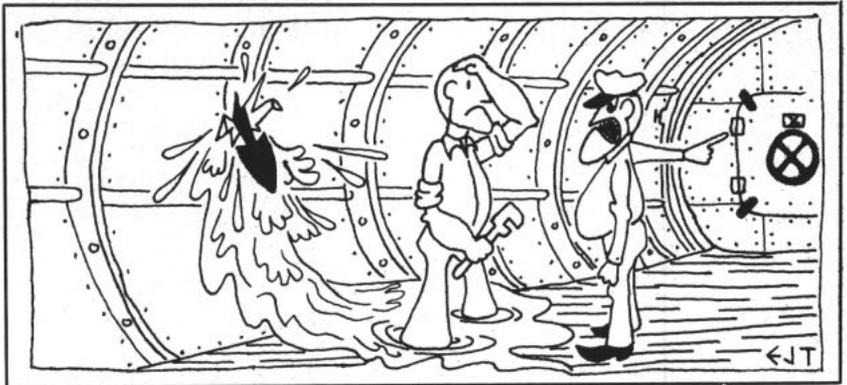
Having picked the winners, the All-Navy judges



"Don't look so dumfounded, Harris . . . it goes in the 'tickler file' . . ."



"Yes, I'm sure that would be easier to understand— But you see, we in the Armed Forces have taken, On your mark, Get set, Go, and have shortened it to FORWARD MARCH!"



"Some nut with a peg leg thinks we're a white whale!"

(who ranked from a PO3 to a Navy captain) forwarded the entries to ALL HANDS, which passes them on to you. In addition, the best of the nonwinners will also appear in ALL HANDS during the forthcoming year.

Leo V. Zayauskas, LTJG, USN, of USS Portage (PCE 902) took the top honor this year while Paul B. Kincade, LT, USN of the CINCPACFLT staff, a veteran of past contests and a past winner, came in close behind for second place.

Charley Wise, HMCS, USN, came in third and also rated a third honorable mention for another of his entries. Wise is also a very familiar name to ALL HANDS cartoon-following set.

Bill Maul of the U. S. Naval Security Group Activity, Bremerhaven, Germany, placed fourth and fifth this year as well as figuring in the honorable mentions. It has been our pleasure to print many of Maul's wry cartoons in the past.

Eugene J. Turner, CEP3, of MCB Eight, earned second honorable mention in this year's contest.

We doff our hats to the winners—and to the losers—and hope to see you all in next year's contest.

THIRD HONORABLE MENTION

Charley Wise, HMCS, USN



"They started growing just after I finished pre-flight."

FIFTH HONORABLE MENTION

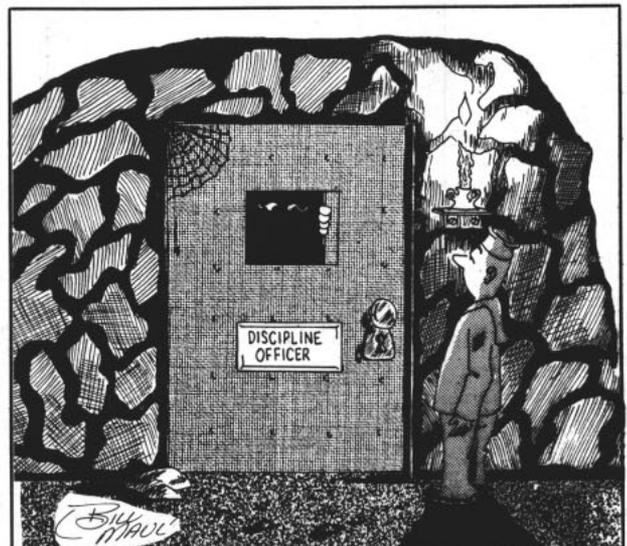
W. R. Maul, CTCA, USN



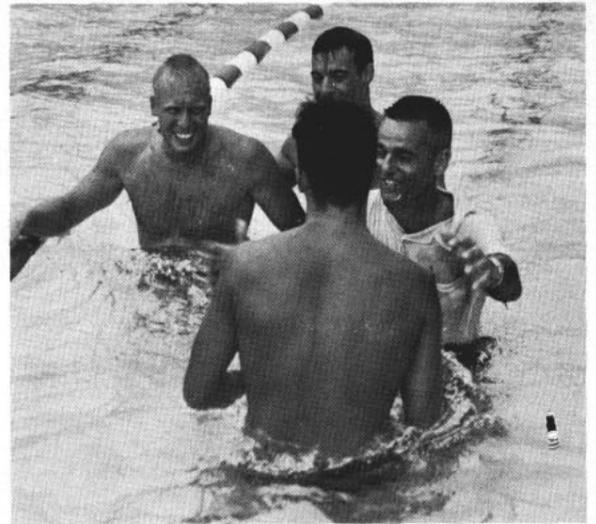
"Senior Chief Petty Officer Mystowski requests da pleasure of da immediate comp'ny of Messrs. Ryan and Hildebrand at a reception in da No. 1 boiler room. Dress informal . . ."

FOURTH HONORABLE MENTION

W. R. Maul, CTCA, USN



"Yes?"



SWIMMING SEAMAN Eric Nisonger won breaststroke title. Rt: SoLant athletic director got dunking after team win.

Winners Make Big Splash

THE PHIBLANT-dominated South Atlantic team won the 1965 All-Navy Swimming and Diving Championships in home waters at Naval Amphibious Base, Little Creek, Va.

SoLant upset the favored defending champs from PacCoast, winning by 10 points on the final day of competition.

In the title tally, SoLant and PacCoast had four each, NorLant had two and WestPac had one. The second and third place finishers decided the All-Navy title this year, unlike last year's meet, in which PacCoast scored 49 more points than the other three entries combined.

The entire contest this year was a record breaking festival, with six new Navy records set in the 11 events.

In the meet's first event, Harry Wickens, SN, a swimming instructor

at the Naval Amphibious School, finished the 1500-meter freestyle in 19:25.6. His nearest competitor was teammate Tom Scanlon, SN, of the Navy Music School, who finished in 20:05.1. Defending champion Don Schuchmann, SN, NTC San Diego, finished fourth.

In the 400-meter individual medley, Lieutenant (Jg) Harry Bloom, NorLant, touched the final wall two seconds ahead of another Schuchmann record, posting a time of 5:33.3. Schuchmann, who beat a former world champion in the district finals of the event, was second in 5:47.1.

BLOOM THEN BROKE his second record in as many days with a time of :57.8 in the 100-meter freestyle, shaving nearly two seconds off the old time of :59.7. Lieutenant Jim

Guthrie, PacCoast, came in second in :59.4, also below the old record.

Lieutenant (jg) Phil Mayher won the lone WestPac title in the 200-meter backstroke, breaking the old mark by nine-tenths of a second. His time for the event was 2:34.7. SoLant's Jim Partridge was second by five seconds.

Eric Nisonger, PacCoast, took the 200-meter breaststroke title with a time of 2:56.5. Tom Scanlon was second at 2:58.6.

SoLant's swimmer-coach Lieutenant (jg) Hauff took top honors in the 200-meter butterfly, with an easy 2:53.4 win. In second spot was Charles Kolbourne, WestPac, the record-holder in the breaststroke.

The PacCoast A team of Timmons, MacDonald, Hubbard and Guthrie won one of the westerners' four titles in the 400-meter freestyle relay, edging out SoLant's A team by a scant three seconds.

In the first of two diving finals, Lieutenant (jg) Steve Eastwood gave PacCoast another title with 364.55 points in the one-meter competition. Paul Ferro, SoLant, was second with 341.30 points.

Then came a tight point race for the over-all title. The last day of the meet began with SoLant in a shaky 70-69 lead with three events to go.

Eastwood seemed a sure bet for top points in the three-meter diving and PacCoast's sweep of the 400-meter freestyle relay made the 400-meter medley relay a toss-up, despite NorLant's Bloom and SoLant's

Here Are the All-Navy Swimming Statistics

100-Meter Freestyle	*LTJG Harry E. Bloom, Jr.	NorLant
200-Meter Backstroke	*LTJG P. L. Mayher	WestPac
200-Meter Breaststroke	Eric A. Nisonger, SN	PacCoast
200-Meter Butterfly	LTJG Richard A. Hauff	SoLant
400-Meter Freestyle	*Harry P. Wickens, SN	SoLant
400-Meter Freestyle Relay	PacCoast A Team (Hubbard, McDonald, Timmons, Guthrie)	PacCoast
400-Meter Individual Medley	*LTJG Harry E. Bloom, Jr.	NorLant
400-Meter Medley Relay	*SoLant A Team (Partridge, Scanlon, Hauff, Wickens)	SoLant
1500-Meter Freestyle	*Harry P. Wickens, SN	SoLant
One-Meter Diving	ENS D. S. Eastwood	PacCoast
Three-Meter Diving	ENS D. S. Eastwood	PacCoast

* Denotes new All-Navy record

Wickens, both of whom were already individual winners.

NorLant and WestPac were already out of the running for the team title, but their wins in the last events could give the title to either of the two contenders.

Wickens then clinched seven crucial points for SoLant with a record-shattering win in the 400-meter free-style. His time of 4:42 was 17 seconds better than the old record. Bloom was second and Guthrie was third, picking up four points for PacCoast. SoLant then led 80-74 over PacCoast.

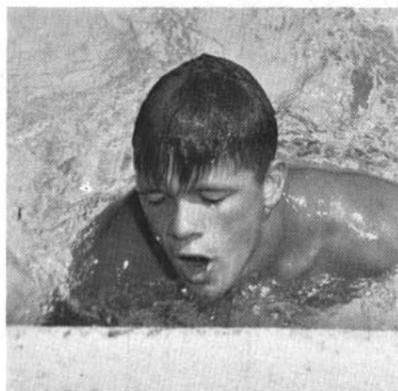
This lead was of little comfort, however, for the three-meter diving was next up. Eastwood finished a clean sweep of the diving for PacCoast, winning by 50 points over Paul Ferro. Third was Eisenhardt, PacCoast, and fourth was Wier, SoLant.

THE SCORE now stood SoLant 88, PacCoast 85.

The final event was next—the 400-meter medley relay, for which PacCoast held the record. On the first two laps, the lead stayed undecided, as not even a body length separated the leaders. Then Bloom overcame a third-place start to give his NorLant team the lead at the end of the breaststroke lap.

But on the final leg, Wickens, in third place off the stand, overcame the NorLant sprinter to give SoLant the title in the event and the meet with a record 4:39.9, just seven-tenths of a second ahead of second-place NorLant. Both teams broke the old record of 4:42.7.

Final score: SoLant 102, PacCoast 92. NorLant and WestPac finished



WATER STARS—LTJG Harry Bloom, NorLant, and Harry Wickens, SN, SoLant, come up for air after record-breaking performances in All-Navy Meet.

with 51 and 35 points, respectively.

The top swimmers, chosen on the basis of points scored, were Bloom (19) and Wickens (18). They scored two wins and set two records each. Eastwood took the top diver's trophy.

Don Schuchmann, the point-grabbing star of last year's meet, saw two of his records fall and could place no better than second in the four events he swam.

It was a good year for PacCoast—but a better one for SoLant.

—Jere Sellars, JO2 and Kelly Gilbert, JO2

Rota's Hercules

Few men compete in the full range of field events, from shot put to hammer throw, but VQ-2, Rota, Spain, has one of these rare creatures.

He's R. H. Felgenhour, ATR3, a five-sport phenomenon who has been spending his free time collecting trophies in Spain and Germany.

Among his accomplishments at Rota: he was quarterback of the All-Star intramural football team, right fielder for the Baseball Ambassadors, a regular on the varsity CINCUSNAVEUR champion Basketball Ambassadors, player/coach of the VQ-2 intramural softball team and has relinquished the latter position in favor of playing shortstop and center field.

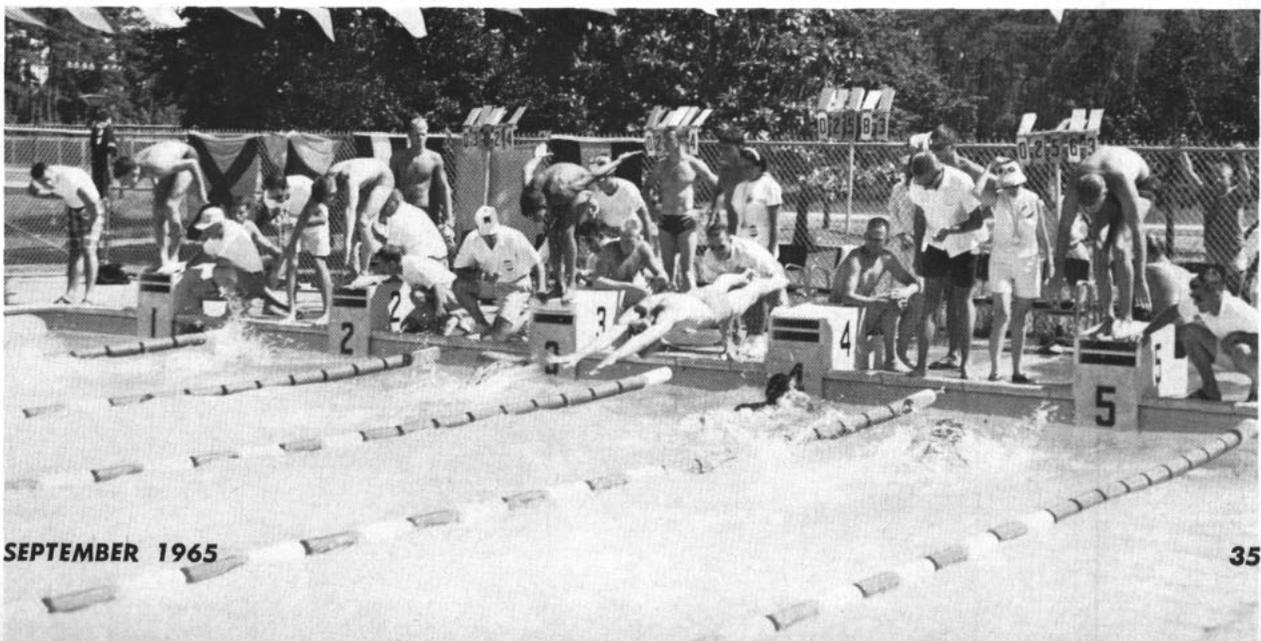
But in track he's *really* good. Felgenhour spent three weeks this summer winning track trophies, as follows:

In the base track and field championships at Rota, he won the discus and was second in the 16-pound shot put event.

Felgenhour won the hammer throw and javelin throw events, and placed second in the shot put and discus throws at the France-Spain Sports Conference fete at Rhine Main, Germany.

And, as a follow-up, he won points in all four of the field events for the

WAITING—Swimmers on starting blocks get ready to go when teammates touch wall in 400-meter medley relay heat.



FROM THE SIDELINES

SOCCER, a game not closely followed in the U. S., can be a lot of fun. If you don't believe it, ask the Freebooters, an enthusiastic group of ball chasers from *uss Springfield*.

The team was formed when the cruiser deployed to the Mediterranean on her current tour as Sixth Fleet flagship. Since then the list of Freebooters' opponents reads like the ship's itinerary.

Eighteen contests have been played by the Freebooters in as many months against universities, amateur league teams, semi-pros and Navy men of other countries. The Freebooter record—Won 0, Lost 18. And they're still going strong!



Everyone likes to see the home team win, so we suspect that the Freebooters have contributed much toward European morale.

★ ★ ★

Birdies aren't uncommon to golfers, Navy or otherwise. But one birdie recently uncorked by Captain Robert M. Stuart at Pearl Harbor falls into that category.

The captain made an approach shot which sailed through a palm tree guarding the green. As the ball went through the tree and fell to the ground, so did a mynah bird.

In the interests of his golf game, we wonder if Captain Stuart would like duty on higher ground, where he might be able to shoot for eagles.

★ ★ ★

He's not a Navy diver, but Emil Habecker, MRCM, of *uss Klondike* (AR 22), has the distinction of being president of

claims to be the oldest diving club in the world.

An avid Scuba fan, Habecker is only the 14th member taken into the exclusive club since its inception in 1933. At 36, he's also the youngest member.

But, despite his interest in the pastime, which includes instructing newcomers, Habecker is not a Navy diver. He can't pass the eye test.

★ ★ ★

Visitors to Bob Steinman's home in Hawaii soon find that when the COMSUBPAC yeoman starts talking about his gun collection or an upcoming match, his wife Gena isn't one to be left out of the conversation.

Gena Steinman is the

seventh-ranked woman skeet shooter in the nation, and she can mix with the best of them in talk of bore, breech, choke and calibre.

Under the supervision of a former Hawaii state skeet shooting champion, Gena entered her first competition in the July 1963 monthly matches. She didn't place in July or August, but won in September and has brought home top honors nearly every month since.

Her most recent accomplishments have been wins in the annual Brillande Grand Trophy Shoot and the Hawaii State Championship. In the latter, Gena shot 229-250 to win the all-gauge women's title. She also won the .20- and 12-gauge class titles, defeating several men in the competition.

With competition like that in the family, Bob Steinman usually sticks to his rifles.

—Kelly Gilbert, JO2, USN

France-Spain team in the U. S. Air Forces Europe Championships.

Felgenhour has a background of discus throwing and putting the shot, but until the Sports Conference tournament, he had never thrown the hammer or javelin.

Why did he enter the extra events? He wanted to give the team an extra boost in the point standings.

He did, and himself, too. He's now ranked fourth in Europe in the events, and is tops in the six-country conference among all Navy, Air Force and Marine athletes. Not a bad start.

Gilmore's Top Athletes

Athletes of *uss Howard W. Gilmore* (AS 16) have won the Charleston area intermural championship and the McManes trophy for athletic excellence for the second straight year.

Gilmore retained the traveling trophy by gathering a total of 2150 points in competition with 28 other area commands. NavSta Charleston won second place.

Inter-mural competition is held in basketball, football, golf, pistol shooting, softball, tennis and volleyball. *Gilmore* fielded teams in every sport except tennis.

The trophy is named for Rear Admiral K. M. McManes, USN (Ret), a former commandant of the Sixth Naval District. It has been given annually since 1962 to the command accumulating the most points during the intermural year in Charleston Naval Base leagues.

New VIC Takes Form

Five Navy commands in the Norfolk area will join two Army bases and an Air Force base in sports competition, beginning with the 1965-66 basketball season.

NAS Norfolk, Dam Neck, NAS Oceana, NAB Little Creek and SubLant will vie with teams from Ft. Eustis, Ft. Monroe and Langley AFB in the new Virginia Interservice Conference (VIC).

The VIC will replace the East Coast Interservice Conference, which encompassed military commands up and down the coast. The ECIC suspended operations this year due to the military commitments of its participants.

Double round-robin competition will be held in basketball, volleyball, tennis, softball, bowling and golf in the new conference.

Here and There in Navy Sports

THOSE cow-pasture pool players are at it again and they're an excitable bunch. Take the following example:

Captain James N. Palmer, CO of the Key West Test and Evaluation Detachment, lofted a five-iron shot into the cup on a Stock Island golf course.

When the ball hit the green and suddenly disappeared, the modest captain thought he had overclubbed into a trap. A short search of the area around the green proved him wrong.

Meanwhile, back on the green, Lieutenant Karl Bregenzer found the ball in the cup, and threw his hat in the air.

We wonder what the captain did.

★ ★ ★

NTC San Diego recently opened its new ultramodern bowling alley.

The building sports a large boomerang-shaped service counter, 24 automatic pinsetters, snack bar, nursery-meeting room, hofbrau and a manager with an 815 series to his credit.

In a station-wide contest to name the lanes, the name picked was Sea Lanes. It fits.

★ ★ ★

In any sport, you have to have a winning spirit, or you don't win.

As an example, there's the 1965 Camp Pendleton, Calif., intramural swimming meet. The second place team was 7th Motor Transport Battalion, which won over third place 2nd Battalion, 5th Marines, by a mere two points.

The extra drive it took for the 7th MTBn to place second



instead of third is worth mentioning.

And it's also worth mentioning that the 7th MTBn team consisted of Keith Akui. That's all.

Akui won the 50-yd butterfly and 200-yd individual medley, breaking camp records in both. He also placed third in the 100-yard freestyle.

There's one more thing worth mentioning—it took four men to beat him for the championship.

★ ★ ★

The men of UDT Class 34, in training at Little Creek, Va., are a bit like the mailmen who take walks on their days off. The future frogmen had a swimming meet.

Of course, there were the freestyle races, medley relays and the like. But they also had a few innovations normally unheard of in amateur water competition.

There was an underwater 150-yd relay, in which each man swam his leg of the race (25 yards) subsurface style, and a lung-breaking 50-yd underwater swim, in which each man could earn a point for his team by completing the event.

The final event of the day was a greased melon free-for-all. Object: to see which team could get the slippery object from the deep to the shallow end of the pool and put it up on the cement without breaking same. The winning team, of course, divided the melon. Naturally, it was a watermelon.

The purpose of the day's activities—to take a rest from their rigorous training.



SEPTEMBER 1965



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



PERISCOPE LOCK inventor Ronald Zumwalt, OMI, works on new model. New locks have good record aboard PacFlt submarines.

Zumwalt's Lock

The best mousetrap, when and if it is built, may come into existence because somebody gets tired of repairing the not-so-good mousetraps.

That was more or less the case when Ronald Zumwalt, OMI, designed and built a power change lock (or detent mechanism) for the 8-B periscope which may save the Navy untold man hours a year.

Zumwalt's lock allows the periscope to switch from high to low power or vice versa without hanging up.

Submarines have sometimes ex-

perienced casualties to the old equipment during a six-month cruise but the new one has the virtue of durability. So far as Opticalman Zumwalt knows, only one of his locks has fallen down on the job and that was because of improper installation in the periscope.

Since Zumwalt arrived at COMSUBPAC about two years ago, more than 30 of his locks have been installed in PacFlt submarines apparently, according to Pearl Harbor's submarine base repair officer, to the satisfaction of submarine skippers who use them.

BUILDERS OF THE NAVY



George Dewey believed in being prepared for any eventuality. Before the Battle of Manila Bay, Admiral Dewey had obtained all the information available on the Spanish Fleet; secured charts and other data on the Philippines and made a detailed study of international law. He discussed every detail of tactics and strategy with his officers, and every ship captain knew how and when to act. At Manila, Dewey had the audacity to steam into the Bay during the night with Spanish forts on either side of him and a Spanish squadron awaiting him. His daring contributed to the defeat of Spain's Fleet.

Squadron One Is No. 1

After Amphibious Squadron One completed its seven and one-half month deployment with the Seventh Fleet Amphibious Force, it figured it had compiled a pretty impressive number of firsts.

Whether or not the men in Amphibious Squadron One were really the first remains to be seen when the letters to the editor arrive. It can be said, however, that they were at least exceedingly busy during their deployment.

According to Squadron One, it was the first to carry out a combat amphibious landing since the Korean conflict. The squadron used the vertical envelopment concept with helicopters delivering combat-ready Marines from amphibious ships to points beyond the beach defenses.

The squadron was also the first, according to its calculations, to demonstrate the capability of the LPD—the Navy's combination helicopter platform and landing ship. It also demonstrated a naval amphibious force's ability to land Marines and all their supporting equipment to an inland point by using inland waterways.

In an 80-day period, the squadron conducted five amphibious landings, four of which were under combat conditions—none of them easy. For the first landing in DaNang Harbor, there were surf and eight-foot swells but the Marines hit the beach on schedule.

After the beach was secured, four days of around-the-clock cargo off-loading were begun. According to the squadron this was the first tactical amphibious landing to take place since the Lebanon landing in 1958.

The squadron also made landings while participating with U. S. and Thai forces in Exercise Jungle Drum II and another landing at DaNang. Once on shore at DaNang, men and equipment were airlifted by helicopter to Hue, 45 miles north to provide security for the air base there and to secure the area for further landings.

Squadron One also believes it pioneered a new phase in naval am-

phibious tactics by transporting supplies to an inland area by using inland waterways.

After the force left DaNang Harbor, it anchored about 40 miles farther north near the mouth of the Song Hue River. The boat lane for the landing was 10 miles long through the shallow water of the Song Hue to the landing beach at Hue.

The squadron also employed vertical tactics from *uss Vancouver* (LPD2) making it the first such deployment in a tactical situation since the LPD became operational in 1964.

The last of the squadron's operations was a landing at Chu Lai, 42 miles south of DaNang. According to the squadron, this was the largest combat amphibious operation since the landings at Inchon, Korea, with 19 amphibious ships landing two Marine battalions and their supporting equipment and Seabees from Naval Construction Battalion Ten. The Seabees began construction on an airfield using material and supporting equipment transported by the Amphibious Force.

After their deployment, the men in Amphibious Squadron One steamed to port for a week of repairs to their ships, then returned to their home port, San Diego.

Iron Men of *Nereus*

Required exercises in the Navy Physical Fitness Program have become more competitive for *uss Nereus'* (AS 17) crewmen since they



IRON MAN—George R. Fields, ETR2, receives fitness trophies from *USS Nereus* (AS 17) CO. Fields won Iron Man title, helped division win unit competition.

instituted a new Iron Man program on the ship.

Here's how it works:

Within each of the ship's departments are several competitive units—each with a manager/coach—supervised by a department umpire.

Every quarter the standard fitness events—pull-ups, push-ups, sit-ups, jump and reach, standing broad jump, 300-yard shuttle run and stationary run—are performed.

Scores are tabulated and totaled

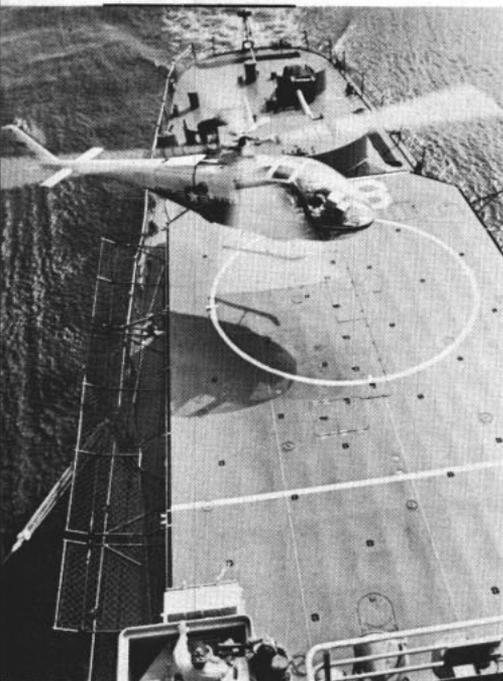
with the aid of a table which compensates for the ages of the participants.

The tender's top scorers in each event are recognized with a trophy. In addition, trophies are given to the highest-scoring individual, competitive unit, and department aboard the ship.

Winner of the latest Iron Man Trophy was George R. Fields, ETR2, who led *Nereus'* R-4 division to the unit title in the competition.

WELCOME ABOARD, MR. SECRETARY—Secretary of the Navy Paul H. Nitze toured PacFleet carrier *USS Midway* (CVA 41) during recent visit to Seventh Fleet (Right): SecNav eats breakfast with crew in carrier's general mess.





ON THE SPOT—Experimental helicopter had no trouble landing aboard rolling destroyer *USS Ozbourn* (DD-846) during tests of capabilities.

Ever See This Before?

It may not be unusual for a drone antisubmarine helicopter to be based aboard a destroyer. But a manned rigid-rotor chopper permanently assigned to a DD is not exactly common. To be more precise, there isn't such a thing—yet.

Such a helicopter, however, recently demonstrated a potential in antisubmarine warfare using a destroyer as its landing and take-off field.

The XH-51A research helicopter made 15 landings and takeoffs from the destroyer *uss Ozbourn* (DD 846) while she was underway off Long Beach, Calif. No matter how fast or slow the ship was moving, the test pilot had no apparent trouble landing the helo in the 20-foot circle (the ship is only 26 feet wide and the rotors have a 35-foot diameter).

In the rigid-rotor system, the blades are attached firmly to the mast and engine drive shaft. This gives the chopper greater stability and maneuverability which, of course, is required for destroyer landings and takeoffs. The tests showed that a manned ASW rigid-rotor helo could

be based aboard a destroyer type.

The experimental XH-51A, built under a joint Army-Navy contract, weighs 4000 pounds and is the first rotary-wing aircraft to use the stable gyroscopic effects which a rigid-rotor allows. Powered with a 500-horsepower T-74 turbine engine, the XH-51A has reached 201 miles per hour—quite a speed for its class and weight.

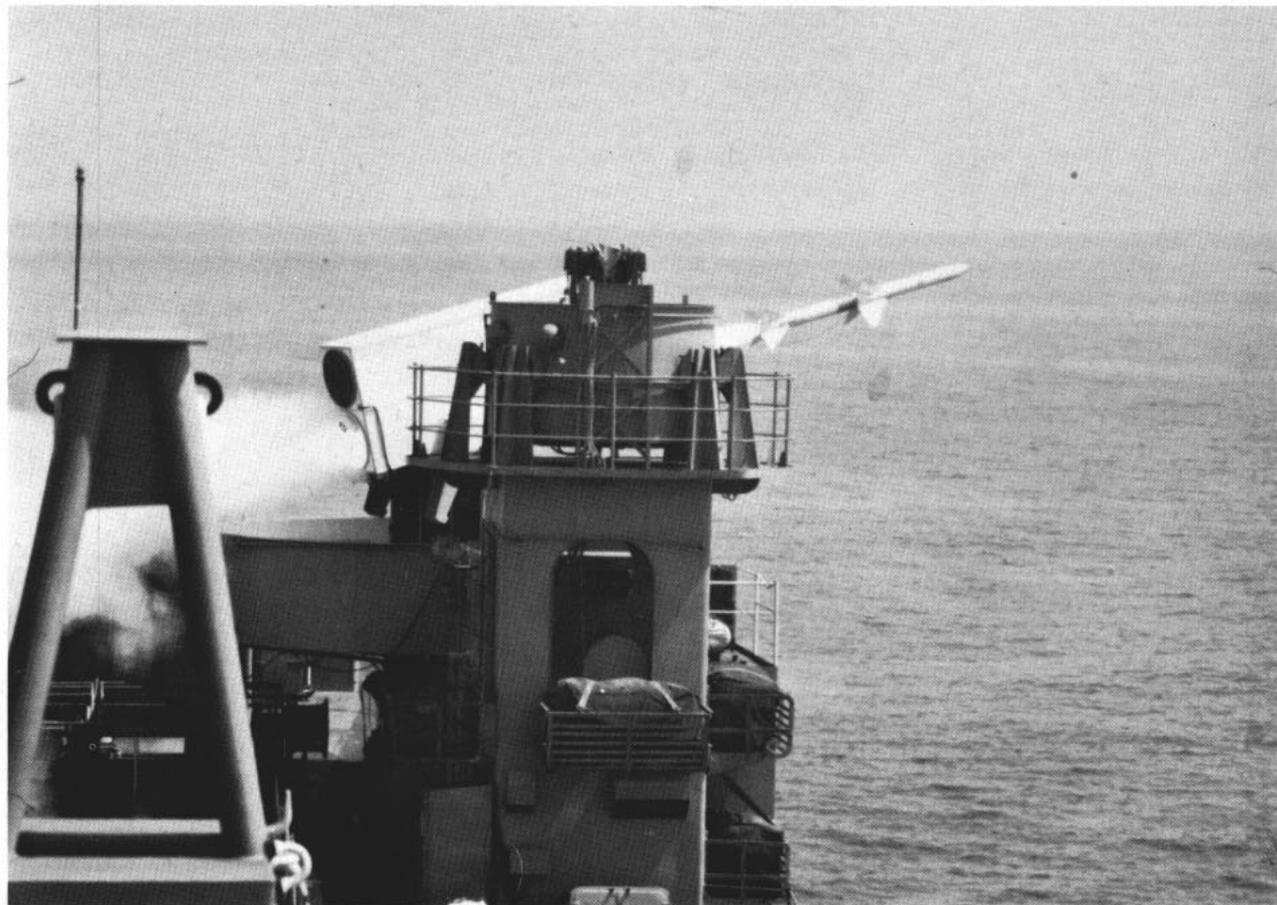
Canberra Was There

A junk came alongside *uss Canberra* (CAG 2) one sunny morning off the coast of Vietnam. It had radioed *Canberra's* commanding officer requesting medical aid for a Vietnamese sailor accidentally wounded while loading his pistol.

As *Canberra* stood by, the seaman was ferried from the beach and taken to the cruiser's well-equipped sick bay to be patched up by *Canberra's* medical officer.

In the meantime, *Canberra's* deck force was busy topside replenishing the junk's fresh water supply and her fresh fruit larder.

After the sailor's wound was closed and measures taken against infection, *Canberra's* crew lowered



SEA SPARROW missile tests are conducted from *USS Tioga County* (LST 1158) off Pt Mugu for the Naval Missile Center.

their charge to the junk's deck in a little more than an hour after he had been hoisted aboard.

You'd Never Believe It

FIGHTING HANNAH is 21. The old girl's changed some over the years—angled deck and hurricane bow and so forth and so on. Gained a bit of weight, too. But essentially she's the same old *Hannah*. She spent her first years in the thick of battle in the Pacific and celebrated her 21st birthday in the South China Sea after playing a leading role in six air strikes against North Vietnam.

It all began on 15 April 1944, when *uss Hancock* (CV 19) was commissioned in Massachusetts. She operated in *LantFlt* for a few months, then reported to Admiral "Bull" Halsey's Third Fleet at Ulithi in the Western Carolines.

During the remainder of the war *Hannah* made muster at most of the major battles of the Pacific. Her air group reported the downing of 71 Japanese aircraft in one day, establishing a new record for carrier air groups. Her pilots also claimed to have downed the last Japanese plane of the war.

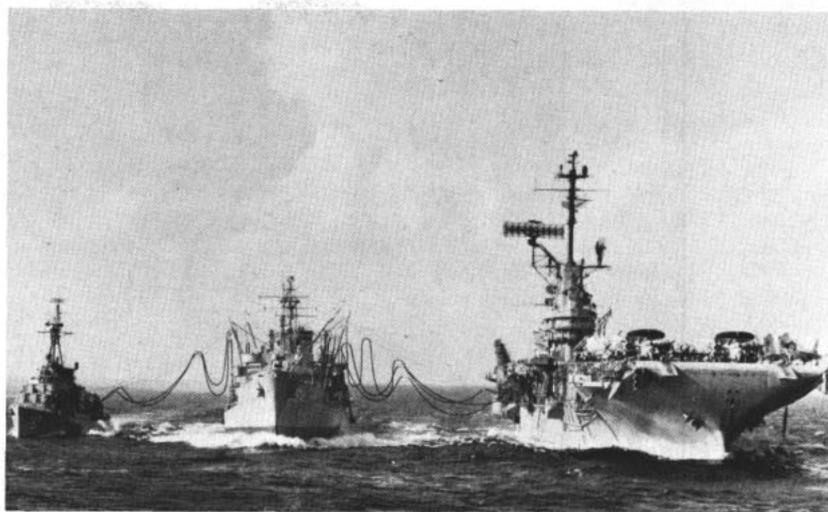
When all was said and done in Tokyo Bay in 1945, *Fighting Hannah* was entitled to her name. She claimed credit for 17 enemy warships, 31 merchant ships and 730 enemy aircraft destroyed.

FOR A WHILE, she was in mothballs, but rejoined the active Fleet in 1954. Upon coming out of the Reserve Fleet the carrier went into the yards and received the first set of steam catapults ever installed aboard a U. S. carrier. She—and her sisters—had formerly used hydraulic cat gear.

Hannah gained a bit of weight in 1956, at the mature age of 12. She received an eight million-dollar conversion and modernization which included, among other things, a new angled flight deck, an enclosed hurricane bow, mirror landing system, enlarged elevators and improved electronics equipment.

The next few years were divided between time in the First Fleet and the Seventh Fleet and then, in 1962, she checked into Hunter's Point Naval Shipyard in California for a six-week stay. She emerged from her brush with the welders with a fresnel lens mirror system and new electronics gear.

Thanks to the periodic updating of her design and equipment, *Han-*



USS *Platte* (AO 24) refuels ships while underway in western Pacific.

nah, the oldest Attack Aircraft Carrier in the Fleet, can operate with the newest aircraft.

During her latest Far East deployment (her ninth since recommissioning) *Fighting Hannah* remained at sea for over 75 per cent of the cruise with only brief stops in Yokosuka, Hong Kong and Subic Bay. Her longest in-port period was nine days in Subic and her shortest was less than 48 hours in Subic. Most of her at-sea time was spent operating in the South China Sea in striking distance of Vietnam.

Hannah, has already lived a full life—but she'll still be around for a while. She has the outlook of a 21-year-old.

Ogden Commissioned

A new amphibious transport dock ship has joined the Navy. She is *uss Ogden* (LPD5) and is the fifth ship built from the keel up as an amphibious transport dock.

Ogden is named for the Utah city. She is 570 feet long and displaces 16,600 tons fully loaded: She carries

a crew of 513 officers and enlisted.

Ogden's keel was laid in February 1963 and she was launched in June 1964.

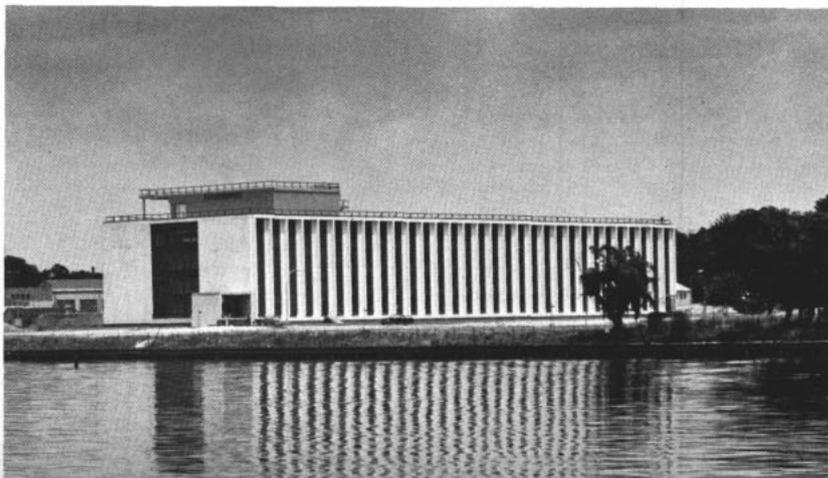
Replenishment, Cruiser-Style

SOP DOESN'T always cut ice with *uss Springfield* (CLG 7) rigging crews.

Cruisers are seldom called on to be the sending ship in a refueling operation, but when they are, a close-in fueling rig is almost always used. Flattops, on the other hand, often the sending ship, use a span wire method which has great advantages in speed. A span wire rig can be hooked up in a couple of minutes, compared to a minimum of 10 minutes required for the close-in method.

So why don't cruisers use the span wire? Indeed, why not? So the refueling team on *Springfield* decided to give the procedure a whirl while on a recent Mediterranean cruise. The cruiser pumped 24,321 gallons of fuel to *uss James C. Owens* (DD 776), using the span wire method.

NEW LOOK—First building in rehabilitation plan for Naval Research Laboratory is ready on the Potomac River. It's the lab's new electronic research center.



Gourmets Galore

IT WAS ENOUGH to make the best of chefs burn the beans. *USS Oriskany* (CVA 34) was operating just off the Vietnamese coast. The galley was hot. The mess decks were jammed with bombs. Dehydrated, reconstituted and canned foods were on the serving tables. There was no mail on the COD and the five Ney committee judges were coming through the chow line. War is hell.

Considering the situation, no one would have blamed the *Oriskany* Supply Department for throwing in the towel and serving up bologna sandwiches. On the other hand, a challenge is a challenge. As it worked out, *Oriskany* won the 1965 Ney Award in the large mess afloat category.

USS Skagit (AKA 105), a 20-year old ship with a galley finicky cooks would consider a fugitive from the mothball fleet, ran off with the top Ney Award in the small mess afloat category. NTC Great Lakes, which serves 21,000 people at each meal from six galleys, won first place in the shore station competition. This is the first year a multiple galley command has won first place.

In 1965, as in previous years, there was fierce competition for the three top Ney prizes. The contest is so spirited that in the eight years Ney Awards have been granted, only one galley, at Bay Hill in Guantanamo Bay, Cuba, has won twice. *Gitmo* won in 1958 and again in 1960.

The first runners-up in this year's contest are two missile-firing ships from the Pacific Fleet's cruiser-destroyer force. They are *USS Gridley* (DLG 21) in the large mess class and *USS Cochrane* (DDG 21) in the small class. First runner-up in the shore category was the general mess at NAS Miramar, in southern California.

In third place are two ships from PhibLant, *USS Mountrail* (APA 213) (large mess) and *USS Krishna* (ARL 38) in the small mess. The Naval Construction Battalion center at Davisville, R.I., took third place ashore.

IN 1965, for the first time, all competing messes prepared basically identical meals on the day the Ney judges were aboard. In the past Ney



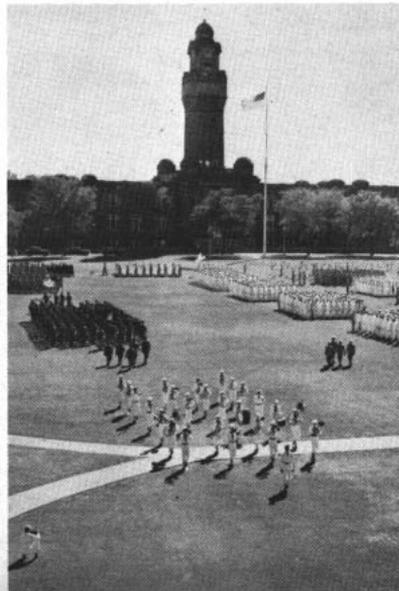
FINE FEAST—Crew member of *USS Skagit* (AKA 105) enjoys a prize-winning meal.

nominees were allowed to choose their own menus, with the stipulation that all dishes be prepared from the Navy/Marine Corps recipe service. The uniform menu required this year helped make the judging easier.

The Ney meals consisted of: cream of tomato soup, beef stew, hot biscuits, buttered broccoli, cole slaw (as an extra challenge the cole slaw was made from dehydrated cabbage), coffee and apple pie (from dehydrated apples). The cooks were, however, allowed to add to the menu.

The subsistence officer and a commissaryman from each of the three winning messes represented their

TOPS ON LAND—NTC Great Lakes won first place in shore station competition.



commands at the annual convention of the sponsoring association. At the convention held in New York City, the Navymen received bronze Ney Award plaques on behalf of the Secretary of the Navy.

Second place winners were sent aluminum plaques. In addition, one commissaryman from each will attend the Culinary Institute of America for a two-week course in advanced cookery. Third place winners and the other semi-finalists received citations from the sponsor and the Chief of the Bureau of Supplies and Accounts, who has over-all responsibility for Navy food service.

The decision of the Ney Committee ended the 1965 competition, which had been in progress since early spring. By the beginning of April, type commanders and naval district commandants had selected the 44 enlisted men's messes which would compete as semi-finalists.

THERE ARE three Ney categories: Shore messes, large messes afloat (serving more than 300 men) and small messes afloat. Some type commanders, such as *CRUDESANT* and *CRUDESAC*, control both large and small ships and may nominate a mess from each of the two afloat categories.

The seagoing messes recommended by the type commanders were *USS Randolph* (CVS 15); *USS Aucilla* (AO 56); *USS Cascade* (AD16); *USS John Paul Jones* (DD 932); *USS Sylvania* (AFS 2); *USS Mountrail* (APA 213); *USS Krishna* (ARL 38); *USS Howard W. Gilmore* (AS 16); *USS Clamagore* (SS 343); *USS Compass Island* (EAG 153); *USS Valor* (MSO 472); *USS Watchman* (AGR 16); *USS Oriskany* (CVA 34); *USS Gridley* (DLG 21); *USS Cochrane* (DDG 21); *USS Klondike* (AR 22); *USS Chipola* (AO 63); *USS Bayfield* (APA 33); *USS Skagit* (AKA 105); *USS Nereus* (AS 17); *USS Blueback* (SS 581); *USS Gannet* (MSC 290); *USS General Breckenridge* (AP 176).

Choices of the district commandants were galleys at the: *Naval Construction Battalion Center, Davisville, R.I.*; *Naval Receiving Station, Brooklyn, N.Y.*; *Naval Air Facility, Johnsville, Pa.*; *Fleet Anti-Air Warfare Training Center, Dam Neck,*

Va.; Naval Station, Mayport, Fla.; Naval Air Station, Corpus Christi, Texas; Naval Training Center, Great Lakes, Ill.; Naval Facility, Barbados, British West Indies; Naval Air Station, Miramar, Calif.; Naval Air Station, Alameda, Calif.; Naval Torpedo Station, Keyport, Wash.; Naval Communications Station, Honolulu, and Naval Radio Station, Lualualei; Naval Station, Rodman, C.Z.; Naval Station, Kodiak, Alaska; Naval Air Facility, Andrews Air Force Base, Md.; Inshore Undersea Warfare Group Two, Little Creek, Va.; Fleet Activities Command, ComNavFor-Japan; Naval Air Station, Agana, Guam; Naval Station, Subic Bay, P.I.; Naval Support Activity, Naples, Italy; Naval Air Station, Argentina, Newfoundland.

AFTER THE 44 nominations had been made, officers in charge of the Navy's field food service teams visited each of the nominees and made on-site evaluations. These evaluations were considered by the Ney committee when it met in May in Washington, D. C., to name the nine finalists, three in each category.

In June members of the Ney Committee, which included Supply Corps officers, a Medical Service Corps officer and two civilian food service experts, began their tour of the nine commands. Armed with general mess evaluation forms and good taste, the committee proceeded to give the contestants the roughest going over yet. At this point the Ney judging is no longer a matter of choosing a good mess—all nine were far above average.

The nine commands were judged on all aspects of general mess management, including food preparation and service; sanitation; administration; training; storage of bulk stocks and their proper rotation. How well are menus planned? Are there leftovers? Is too little food prepared? How well was the food prepared? How was it served (did the ice cream end up on top of the broccoli)? What is the general sanitation standard? How well is the scullery operated? Are the mess cooks noisy? Is the galley equipment used and maintained properly?

Extenuating circumstances are also taken into consideration. *Oriskany's* heavy operating schedule and the age of *Skagit's* galley were not ignored by the judges.

After their tour, the Ney judges returned to the Navy Subsistence



BIG FIRST—USS *ORISKANY* (CVA 34) was winner of 1965 large mess afloat Ney Award. Below: Mess workers and Ney Award inspector aboard *Oriskany*.



Office in Washington, D.C., to make their decision. After announcing the winners, the panel cited command interest as one of the greatest factors contributing to the excellence of the Ney messes.

Of the three 1965 Ney award winners, two had been contestants previously. The NTC Great Lakes general mess has been a ComNav nomination every year but one since Ney awards have been given. *Oriskany* was runner-up in 1963.

Last year's winners were *USS Observation Island* (EAG 154), *Tracer* (AGR 15) and the U. S. Naval Air Station at Corpus Christi, Texas.

This was the eighth year of Ney competition. The contest was named in honor of the late Captain Edward F. Ney, Supply Corps, USN, who was the World War II director of the Bureau of Supplies and Accounts Subsistence Division.

—Jon Franklin, JO1, USN



RUNNERS UP—Guided missile ships *USS Gridley* (DLG 21) and *USS Cochrane* (DDG 21) below placed second in Ney Awards afloat.



THE BULLETIN BOARD

Polaris University Offers Two-Year Course at 'X' Fathoms

ONE OF THE more unusual educational programs offered by the Navy is the *Polaris* University Extension Program available to SSBN Navymen. The program is unusual in that it offers *Polaris* submarine sailors a two-year college level course while they are actively serving aboard *Polaris* submarines.

A *Polaris* University course consists of lectures and laboratory work ashore which the students take before and after they have been on patrol.

While they are sealed away from the world, *Polaris* men do their at-sea homework which consists of reading assignments, work problems, written papers, and filmed lectures.

Class meetings ashore are conducted by Harvard University faculty members or those from nearby universities affiliated with Harvard's Commission on Extension Courses.

Lectures are given while on patrol, too, but these are kinescoped and projected over a motion picture system while at sea. All the kinescoped lectures are produced by a Boston television station under the academic supervision of Harvard University.

BY THE END OF 1965, Navymen will probably have 29 courses (of the planned total of 38) from which to choose in their University Under the Sea. They can earn 64 hours of academic credit in the 20 courses now available. This is about half the credit needed for a bachelor's degree. If the student wants to continue his studies at other institutions, he can transfer his credits to any college or university extension program that recognizes Harvard's credits.

The courses now in use were taught 74 times during a 14-month period between 1 Jan 1964 through 28 Feb 1965. Nearly 600 *Polaris* men have enrolled in the courses since the program came into existence and about 180 are currently enrolled at New London, Conn.

The *Polaris* University program is just getting underway for submariners at Charleston, S. C., under the sponsorship of the University of South Carolina, and may be available

to *Polaris* men at Pearl Harbor under the sponsorship of the University of Hawaii. *Polaris* men at New London have been participating in the program since its beginning.

The *Polaris* University program began inauspiciously enough in 1961 when the Navy's Special Projects Office purchased two courses which had already been produced for broadcast over a Boston TV station and which were being used in Harvard University's Commission on Extension Courses.

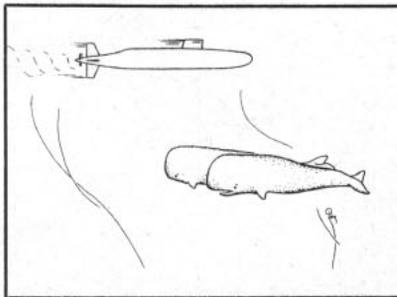
The project was expanded early in 1962 when the Special Projects Office contracted with Harvard to produce two chemistry courses designed especially for the use of *Polaris* submarines operating out of New London.

By the end of 1962, the program had burgeoned into the foundations of a complete two-year college level curriculum tailored to meet the needs of FBM Fleet personnel. The planned curriculum included 24 courses in the fields of mathematics, science and engineering disciplines plus 14 courses in the academic areas of English, literature and the social sciences.

TWENTY of the projected 38 courses were produced and placed in use during 1963 and 1964. Nine additional courses will be delivered this year. The remaining nine courses are in the planning stage and probably will be produced by the end of fiscal year 1967.

The courses are recorded on kine-

All-Navy Cartoon Contest
P. E. Puig, SFM2, USN



"That one must be George Washington—I understand Theodore Roosevelt wears glasses."

scopes for television replay and each consists of 15 lectures about 30 minutes in length. After the tapes are produced in Boston under Harvard's supervision, they are sent to the Naval Photographic Center at Washington, D. C., where they are joined and a kinescope negative is produced.

Thirteen kinescope prints are made from each negative and distributed to New London, Charleston and Pearl Harbor for course presentations aboard the operating FBM submarines. The negatives are retained by the center and can be used, if need be, for making about 20 additional prints.

Harvard University provides an instructor who academically supervises the production of the kinescoped courses. The instructors are drawn from the faculties of Harvard, Boston University, Boston College, Tufts University, Wellesley College, Simmons College or the Massachusetts Institute of Technology. Each instructor is selected for his professional competence as well as his teaching effectiveness in the medium of television. Many of those chosen are nationally known in their fields.

The courses are presented in three phases which are geared to the operating schedule of the *Polaris* submarines. The first phase consists of a few pre-patrol class meetings conducted ashore to introduce the subject and to outline the course requirements.

WHILE THE SUBMARINE is on patrol, the students attend the 15 kinescoped lectures and do the required reading assignments, work problems and written papers. The post-patrol phase usually involves four additional class meetings conducted by a faculty member from a cooperating university who checks the work done on patrol and administers the final examination.

The Navy, as well as the individual, benefits from the *Polaris* University Program. The mathematics, physics, chemistry and engineering courses offered in *Polaris* University enable SSBN sailors to prepare

themselves for the increasing technological requirements of the *Polaris* Fleet.

The courses not only upgrade on-the-job proficiency but they also improve a man's competitive chances for advancement in rating, giving *Polaris* U. students an added boost when advancement time rolls around.

There are also, of course, the obvious practical and cultural benefits that students receive through English and social science courses. These courses improve students' ability to communicate through speaking and writing and introduce them to the great works of American and English literature. They also prepare the *Polaris* Navyman for his responsibilities as a citizen and stimulate interest in new areas of learning.

Needless to say, while *Polaris* men are improving their technical and intellectual capabilities, they are also earning valuable college credits which they can apply toward a bachelor's degree in extension studies either during their naval career or after they enter civilian life.

FIRST YEAR COURSES

Here is a list of courses in use or scheduled for future use at *Polaris* University. Unmarked courses are now in use at the University. Courses marked with one asterisk (*) are under contract. Courses indicated by two asterisks (**) are in the planning stage.

Mathematics—College Algebra, Coordinate Geometrics, Introduction to Calculus, The Power Function.

Physics—Introductory Mechanics, Introductory Electricity, Introduction to Wave, Motion, Sound and Light, Introduction to Modern Physics*.

Chemistry—Basic Principles, Chemical Equilibrium, Covalent Bonds, Elements and their Compounds.

English—Expository English (Part 1), Expository English (Part 2), American Literature—Great Books, English Literature—Critical Reading.

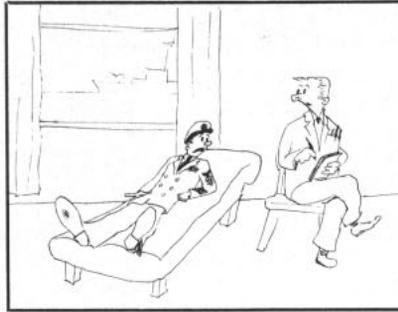
Mathematics—The Trigonometric Functions*, Introduction to Statistics*, Introduction to Modern Algebra, Probability.

Physics—Quantum Physics*, Mechanics and Heat*, Electricity and Magnetism**, Electronics**.

Engineering—Introduction to Computer Science (Part 1)*, Introduction to Computer Science (Part 2)**, Metallurgy, Electrical Engineering*.

Social Sciences (Electives)—World

All-Navy Cartoon Contest G. T. Loftis, SF1, USN



"My son joined the Marines."

History (Part 1), World History (Part 2), A Study of Revolutions, Ideologies in World Affairs*, American National Government*, American History (Part 1)**, American History (Part 2)**, Economics**, Sociology**, Psychology**.

Billets for Officers Still Open at Submarine School

This is a reminder that all unrestricted line officers in the grade of ensign or lieutenant (junior grade), and all prospective unrestricted line officers, may apply for Submarine School.

Classes in the six-month course convene approximately every three months at Groton, Conn. Successful completion of the course leads to duty in submarines (applications for nuclear power training may be submitted while attending Submarine School).

The high standard of performance of duty required in submarines demands that selection of applicants be made on the basis of performance, demonstrated academic ability and physical qualification for assignment to arduous duty.

The course is highly technical. Applicants should possess a baccalaureate degree in science or engineering or, as a minimum, have credits in physics and mathematics through integral calculus.

Candidates must meet current physical standards for submarine duty as established by *BuMed Manual*, Article 15-29, and should be examined at an activity having facilities to complete all of the tests required.

The minimum obligated service requirement for officers assigned to submarine training from the Fleet or shore establishment is one year upon

completion of the course or one year in addition to any obligation previously incurred, whichever is longer.

The minimum obligated service for direct assignment to submarine training from any of the officer sources (including but not limited to USNA, NROTC, ROC, OCS, NESEP) is three years upon completion of submarine training.

Applications should be made in the format described in enclosure (1) to BuPers Inst. 1520.6K.

All officers who are eligible and wish to apply for submarine training should forward their applications to

NOW HERE'S THIS

30-Day TAD for Mermen in Sealab II

Man can live underwater, but for how long? It may be some time before we find the final answer, but the Navy is working on it. That's why 29 divers are undergoing training at Panama City, Fla.

Some time late this summer, two 10-man diving teams will live for 15 to 30 days in 215 feet of water off La Jolla, Calif.

As you may recall, there was a similar experiment a little over a year ago in which four Navy divers lived 30 miles off Bermuda in 193 feet of water for 11 days.

In Sealab II, the men will live in a 57 by 12 foot cylindrical tank, designed to provide easy access to the sea. Air pressure inside the laboratory will be equal to the surrounding water—about 100 pounds per square inch. The aquanauts will breathe a mixture of helium, oxygen and nitrogen with helium the major component.

The Sealab II crew will be composed of both Navy and civilian divers. Biologists, geologists, oceanographers and other scientists who are interested in an ocean environment will be represented.

Sealab II is sponsored by the Office of Naval Research and the Navy's Special Projects Office.



the Chief of Naval Personnel (Attn: Pers-B125), via their commanding officer.

BuPers Inst. 1520.6K has complete details on this program.

GI Loans May Be Restored Under Certain Conditions

Under certain circumstances a veteran may qualify for the restoration of a loan guaranty entitlement previously used by him for a direct, guaranteed, or insured GI loan.

One of these circumstances of particular interest to the active duty Navyman is military transfer from the location of a present home purchased under the GI Bill. However, he must meet specific requirements before becoming eligible.

The following are the requirements:

- The VA must have been released from liability on the original loan. In guaranteed or insured loan cases such release is usually accomplished by the original loan being paid in full. In direct loan cases the original loan must be paid in full to obtain a release.

- The property which was secured for the GI loan must have been (1) taken (by condemnation or otherwise) by the United States or any state, or by a local governmental agency for public use; or (2) destroyed by fire or other natural hazard; or (3) disposed of because of other compelling reasons devoid of fault on the part of the veteran.

- A lien (ordinarily a mortgage or deed of trust) on either real or personal property which was security for the GI loan must have been given by the veteran to the lender.

Some examples of "other compelling reasons" for disposition of the property are sale or transfer of the property due to:

- A serious health condition of the veteran or a member of his immediate family (including a close dependent relative) who lives in the veteran's household or when a change in climate is considered by a reputable physician to be necessary or advisable, provided that the certificate from the physician meets the approval of the VA.

(Disposal of a home on the basis of an increase in the size of the veteran's family alone is not sufficient to approve restoration of used entitlement. If the limited space in the veteran's home, however, constitutes

a health hazard, entitlement may be restored provided the facts are supported by a physician's certificate and is approved by the VA.)

- The loss of employment by a reduction-in-force or general retrenchment of activities in the veteran's occupation in the locality where he is employed, requiring suitable employment to be obtained in another locality.

- The transfer of employment from one locality to another at the demand or order of the veteran's employer.

- The voluntary change of employment to another locality whereby the veteran's income will be increased and the opportunity for future advancement will be enhanced, provided satisfactory evidence is furnished.

- The retirement of the veteran.

- The transfer of the veteran, while in active service, by the military department with which he is serving.

The types of circumstances cited above are not all inclusive but occur most frequently.

A request for restoration of used entitlement should be submitted in writing. The request may be in the form of a letter and should include the date the security was disposed of and the reason for such disposition.

If the previously used Certificate of Eligibility is available it should be returned with the request, together with VA Form 26-1880, and all discharge papers issued after the date

of the Certificate of Eligibility.

If the previously used Certificate of Eligibility is not available, an explanation should be given to that effect, and the completed VA Form 26-1880 should be accompanied by all discharge papers.

GI loan files are not transferred from one state to another. If you qualify for restoration or if you used World War II entitlement and want a new certificate or eligibility based on service during the Korean conflict, you should apply to the same office from which you received your first certificate of eligibility.

All this means, in short, that veterans who have used their guaranty and, through no fault of their own, are forced to sell their homes for reasons of health, employment, condemnation proceedings of Federal, state or local government, etc., may have their guaranty restored up to 25 Jul 1967 in the case of World War II veterans and up to 31 Jan 1975 in the case of veterans of the Korean conflict, *provided the VA has been relieved of liability on the old guaranty.*

This restoration of guaranty may also be made if the veteran's property was taken by a government agency or destroyed by a natural hazard.

A veteran in military service who disposes of his home because of a transfer under military orders may also have his GI home loan entitlement restored provided VA is released from liability.

Sale of a veteran's GI home because of a new and better job in a different city may entitle him to a new GI loan eligibility (even though the job change was voluntary), again provided that the VA is released from liability.

A veteran may be released from liability to the government if he sells residential property and his GI loan is *not* paid off, if the loan is current and the new purchaser has obligated himself by contract to purchase the property and assume the veteran's liability.

This release of liability does not mean that a veteran could have his GI home loan entitlement restored. The VA restores entitlement only where it is no longer liable to the lender on the guaranty and the veteran is otherwise eligible for restoration. The release of a veteran from liability to the government does not change the fact that VA continues to remain liable on the guaranty.

All-Navy Cartoon Contest
Alfred Lozano, YN3, USN



"... and don't worry about it, Chief, one way or the other we'll get you out of here."

There Have Been Some Changes Made in Career Incentive Pay

SOME CHANGES have been made in the regulations concerning the award of career incentive pay, and a new list of ratings and NEC codes eligible for this type of pay has been issued.

The changes are concerned with entitlement to career incentive pay and are included with the new eligibility list in Change Four to BuPers Inst. 1430.12F.

Under the provisions of the new ruling, Navymen whose specialty skill was removed from the program after 1 July will continue receiving career incentive pay until the end of their enlistment.

Navymen receiving career incentive pay (specialty) based on their NEC will, provided they maintain their eligibility, continue receiving the pay through 30 Jun 1966 or until their current enlistment expires, if that is earlier. This holds true even though the NEC upon which the award was based was removed by BuPers Notice 1221 of 25 May 1965 (which has since been canceled).

Navymen who converted to NECs of various ratings which were compressed at the E-8 and E-9 level as of 1 Jul 1965 will not lose the NECs which they were previously assigned, even though the new ratings will not be listed as source ratings for NECs in the *NEC Manual*.

As an example, an ICCM, coded IC-4723, who converted to Master Chief Electrician's Mate, will retain his NEC assignment of IC-4723 and, if otherwise qualified, is eligible to receive career incentive pay based on this NEC.

Navymen may be awarded career incentive pay whenever they meet all the eligibility requirements. Payment will begin on the date such award is actually made by the commanding officer, or a later date, if specified.

Needless to say, a man who receives career incentive pay must be using the skill for which the award is authorized. As an example, an ET having NEC 3324 (and who is actually working at the skill represented by that NEC) would be eligible to receive 100 dollars at award level P-3.

If the man were working only within the broad skill area of his rating (ET), he would be eligible

to receive only 75 dollars at P-2.

The following ratings and NEC codes are eligible for career incentive pay (specialty) awards as indicated. The list became effective 1 Jul 1965.

NOTE: The source ratings (not to be confused with rating awards) listed below do not, in themselves, qualify a man for career incentive pay. Qualification depends upon his having one of the NEC's listed opposite his source rating.

Award Level P-1-50

Rating Awards—AQ, AT, FT, GMT, ST, MT, #AV

NEC Awards

Source Ratings and NECs to which Applicable

RD—0313, 0314, 0316, 0317, 0318, 0319
 RM, CT—2314
 RM, ET—2332
 RM, CT—2342
 RM—2315, 2393
 CT—2405

More Liberal Policy Set For Combat Pay Awards

Policy concerning the award of special or combat pay to those subject to hostile fire has been modified.

Under a more liberal policy, the Secretary of Defense designates general areas in which the pay will be awarded, thus permitting military personnel serving permanently in these areas to become eligible.

Within the designated areas, the blanket coverage excludes only those serving in locations where hazardous conditions do not exist, as determined by the unified or specified commander.

Another provision of the new directive, which became effective 1 June, authorizes the \$55 a month payment for beneficiaries of personnel killed, or to the serviceman if wounded or injured, by hostile action—regardless of whether the incident occurred in a designated combat area.

Under the previous special pay policy, only about one-fourth of the military personnel serving in South Vietnam have been receiving monthly hostile fire pay. Now all United States military personnel permanently serving in South Vietnam will be eligible for the special pay, unless certain areas are excepted.

The revised policy also formalizes an existing policy to grant special pay to men wounded by hostile action in the Dominican Republic.

TM—3342, 3343, 3344, 3345, 3347, 3348, 3349

EN, MM—4356

IC, EM—4722

IC—4723

AE—*7101/7131, *7102/7131, *7103/7131, *7104/7131, *7105/7131, *7106/7131, *7107/-7131, *7108/7131, *7109/7131, *7111/7131, *7113/7131, *7114/7131, *7123/7137, *7124/-7137

AE, AM—*7125/7137

AE—*7126/7137, *7127/7137, *7128/7137, *7129/7137, *7132/7137, *7133/7137, *7134/-7137, *7135/7137, *7136/7137, *7138/7137, *7145/7137, *7146/7137

Award Level P-2

Rating Awards—AX, DS, ET, # #AV

NEC Awards

Source Ratings and NECs to which Applicable

ST—0417, 0418, 0419, 0423, 0426, 0471, 0474, 0475, 0476, 0478, 0479, 0481, 0482, 0483, 0484, 0485, 0486, 0487, 0488, 0489, 0491, 0492, 0493, 0494, 0495

FT, ET—1135

FT—1137, 1143, 1144, 1155, 1156, 1157, 1158, 1159, 1161, 1162, 1163, 1164, 1165, 1166

GM—0891, 0984, 0986, 0987, 0988, 0997, 0998

FT—1113, 1115, 1118, 1119, 1128

FT, ET—1133, 1169

FT—1167, 1172, 1173, 1174, 1175, 1179, 1182, 1184, 1185, 1186

CT—2401, 2403, 2406

MT—3318

CE, EO, CM, SW, UT, HM—3371

ET, IC—3383

IC, EM—3384

MM, EN, BT—3385, 3386

AQ—7946, 7947, 7948

Award Level P-3

NEC Awards

Source Ratings and NECs to which Applicable

FT—3307, 3308, 3309

MT—3314, 3315, 3316, 3317

ET—3322, 3323, 3324, 3331, 3332, 3334, 3338, 3339

MM, EN, EM, IC—3351

ET, IC—3353

IC, EM—3354

MM, EN—3355, 3356

NOTES:

NECs 3348 and 3349 are additions to the previous listing.

NECs marked with an asterisk (*) converted to the NECs indicated on 1 Jul 1965. Personnel currently authorized Specialty Pay (NEC) awards based on AE-7131 and AE-7137 are qualified for continuation of such award until 31 Dec 1966 or 30 Jun 1966 as previously specified in certain individual cases. They must, however, maintain their eligibility in accordance with the basic instruction. No new award in NEC 7131, 7137 or in the NECs to which converted is authorized. This award will be phased out effective 31 Dec 1966.

#—Applicable to former AT and AQ personnel eligible for P-1-50 in their respective former rating only.

#—Applicable to former AX personnel eligible for P-2 in their former rating.

Pointers for Naval Reservists Returning to Active Duty

IN HIS MESSAGE to the nation on 28 July, President Lyndon B. Johnson had this to say about the call-up of Reservists:

"After this past week of deliberations, I have concluded that it is not essential to order Reserve units into service now. If that necessity should later be indicated, I will give the matter most careful consideration and I will give the country an adequate notice before taking such action, but only after full preparations."

This article is being published for the benefit of Naval Reservists now on active duty and those who may be subject to active duty orders in the future.

It is not (repeat not) the intent of this article to imply that a recall of Reservists is imminent or even that it might occur at any time. It was prepared to answer the numerous questions sent in by many Reservists during the past several months, who were considering the possibility of a return to active duty. The information should prove helpful as a check-off list not only to the men in the civilian component but to Reservists now serving with the Fleet.

IF YOU ARE A RESERVIST and you are ordered to active duty—either in an emergency or for your regular tour of active duty—you probably will have lots of questions about your rights and obligations.

Here are the answers to some frequently asked questions on Reserve recall, together with some tips on how to set your personal and legal affairs in order.

If you are already on active duty, check the list anyway. There may be some items you forgot.

If recalled, are we Reservists to report in uniform and with luggage to the address on the mobilization orders, or will there be time to pack?

Report to the processing activity (Naval Reserve Training Center) in uniform with personal luggage only. Do not pack or move household effects and family members until reporting to your ultimate duty station. Any one, or a combination of events, may preclude reporting to the ultimate duty station for which you have been pre-selected.

Will there be time to notify family, friends, employer, post office for forwarding mail, landlord and milkman?

Brief your family so that they may perform all necessary notifications. Again, do not move your family until you have reported to an ultimate duty station.

Are we immediately considered to be subject to the UCMJ?

Title 10, U.S. Code, 802, Article 2(1) (Reserves subject to UCMJ), states ". . . and other persons lawfully called or ordered into or to duty in or for training in, the Armed Forces, from the dates when they are required by the terms of the call or order to obey it."

Are our employers required to rehire us after return to civilian life? Is there a statute of limitations whereby the employers' obligation may be terminated?

The Universal Military Training and Service Act of 1948, as amended, specifies the reemployment rights and benefits to which a serviceman would be entitled upon release to inactive duty. The law provides that a serviceman who was in the employ of a private employer has the right to return to his former employment or to one providing like seniority, status, and pay. He is entitled to be so restored without loss of seniority and he is to be allowed to participate in leave of absence for employees.

There are requirements before these rights can be exercised, however. The discharge must be under

honorable conditions; the service involved must not exceed four years; application for reemployment rights must be made within 90 days after release; and a certificate indicating that the period of training and service has been completed must be obtained.

What rights do we have in getting priority in transportation and how do we exercise these rights?

Transportation priority will be based on the existing situation. If the presence of the Reservist on active duty is urgently required to defend the nation, then he will be granted a high priority by proper authority—Defense Traffic Management Service (DTMS). The back of the "Directive to Report" contains pertinent information in that regard, and has been promulgated to all law enforcement agencies in the U.S.

What do we do if we are a long distance from home because of our job or vacation? Should we immediately call our training center?

If the situation permits travel, proceed to the parent training center to pick up orders and service record. Definitely call in and provide the CO with an estimated time of arrival. If unable to travel because of disruption of transportation systems, report to the nearest naval activity for further assignment.

Are transportation, food and lodging costs reimbursable?

The regular permanent change of station allowances prescribed in *Joint Travel Regulations*, Chapter 4, are authorized for travel to first duty station.

When can we expect allotment checks to reach our families?

The first part of the month following the month in which you register your allotment.

While you are away, questions may arise with regard to your real or personal property, insurance, bank accounts, and similar matters. It would be well for you to consider these problems now, and make arrangements for the proper management of your affairs until your return.

If you have a civilian attorney, you may seek his advice. If you

All-Navy Cartoon Contest
Anthony Papa, SN, USN



"What do you mean there's not enough report chits?"

don't, you may want to talk over your problems with a military legal assistance officer.

Here is a checklist, prepared by JAG, based upon the experience of others who have entered the armed forces, and upon federal and state laws.

Power of Attorney—If you want someone to act for you while you are away (such as in the sale of your automobile, your home, or other assets), execute a power of attorney. Be sure the instrument is carefully drawn, for unlimited powers have sometimes been abused. Seek the advice of your civilian attorney or Legal Assistance Officer.

Will—Have an attorney prepare or revise your will if you are over 18 or married.

Job Security—As mentioned earlier, the law provides certain reemployment rights. While it is not legally necessary, in order to preserve those rights, to notify your employer that you are leaving your job to enter the Navy, it will avoid misunderstandings if you will write a letter to your employer along these lines: "I am leaving my position to enter the naval service. It is my understanding that the law provides reemployment for persons who leave positions to enter the armed forces." Make and retain a carbon copy of this letter. It is suggested that you do not resign from your position, but ask that you be given military leave during the period of your service.

Bank accounts—Open a checking or savings account in a local bank and consider making it a joint account with your wife, mother, or father.

Credit resources—Arrange for your family to obtain credit or loans in emergencies.

Income tax—Pay your federal and state income tax to date if you can. If there is a tax liability outstanding, and unpaid, and if your ability to pay it is affected by your entering the service, advise the Director of Internal Revenue of your district and the proper state authorities and submit a financial statement to them. Arrange to file income tax returns while you are away, for you are not excused from filing such returns and declarations of estimated tax solely because you are in the service.

Money owing to you—Send statements and arrange for collections or for sale of accounts receivable.

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



"I'll have this drain unstopped just as soon as my striker brings the snake."

Your liabilities—Arrange for payment of outstanding bills and loans by reduced installments, if necessary. The Soldiers' and Sailors' Civil Relief Act gives you certain protections against judgments entered while you are in the service. This often makes possible the suspension of payments on debts incurred before entering the service, beyond your ability to pay until after your discharge from the service. *It does not cancel the debt.*

Installment payments—On automobiles, appliances, furniture, etc., the Soldiers' and Sailors' Civil Relief Act protects you against repossession by companies financing purchase, except through court proceedings under certain conditions, and hence you may be able to arrange to scale down monthly payments, if necessary.

Civilian life insurance—Go over policies to be sure beneficiaries are correct. Arrange for premium payments. If you are experiencing difficulty in paying these premiums, consult the Veterans Administration to see if it will guarantee payment under the Soldiers' and Sailors' Civil Relief Act.

Hospitalization, surgical, sickness, disability insurance—Consider whether to continue or cancel policies. If you decide to cancel, request both a pro rata return of premium and the right to resume when you return. If your family is to be covered, arrange for reduced premium payments.

Fire insurance and personal property insurance—Check policies for expiration date, proper coverage and address. Get rebate if you cancel.

Real estate—If you own your own home, make arrangements for payments of taxes, mortgage payments, insurance premiums, repairs, etc. As to other real estate you may own, arrange for same payments and also for rent collections, lease obligations, termination or renewal, etc.

Mortgage and land contracts—Arrange with lender for deferment or reduction of principal payments, if necessary. The Soldiers' and Sailors' Civil Relief Act may protect you against foreclosure.

Leases—Arrange to terminate leases on business or residence or to sublease. If you sublet, obtain your landlord's permission first and be sure the sublease terminates upon your return. If you give proper notice, the Soldiers' and Sailors' Civil Relief Act saves you from further liability under leases.

List of assets—Prepare a complete inventory of everything you own and where it may be found. Place list in your safe deposit box (or other safe place) and pay for such box for an adequate period in advance.

Marital history—Prepare a complete statement of your marital history, including the name of former husband or wife, if any, the dates and places of any previous marriages and of any divorces, and the dates and places of the deaths of any former husband or wife. Place the statement in your safe deposit box or other safe place. This information may be essential to establish the rights of your dependents to certain benefits.

Bonds and stocks—As to bonds, check interest and maturity dates and make arrangements for collection. As to stocks, arrangements should be made for the deposit of dividends and a limited power of attorney executed in case you wish to transfer the shares during your absence.

Automobile title and insurance—Be sure ownership and insurance records are available and in the name of the proper person. If your automobile will not be used for business purposes, you will probably be entitled to a reduced premium. A limited power of attorney should be executed if sale is planned.

Your address—Leave with some friend, in addition to your wife or mother and father, complete data as to yourself, where you are, how you may be reached, and keep that per-

son informed of changes while you are away. It may be necessary for him to reach you in an emergency.

Change of address card—File this with your post office. Have mail forwarded to you or to some responsible person who will act for you.

Draft board—If you are registered with Selective Service, you should notify your draft board if you are called to active duty as a Reservist.

Safe deposit box—Rent one for your important documents, etc. Consider authorizing some responsible person to have access during your absence.

Absentee ballots—States vary as to requirements to vote. Contact your County Registrar as to requirements and how to apply for an absentee ballot. Your local Registrar of Voters will advise you as to the necessary procedures. Check with the Voting Officer aboard your ship or station.

Certificates—Obtain three certified copies of your marriage certificate and your children's birth certificates and take with you into the service one certified copy of each of those certificates for allotment purposes. Put the remaining certified copies in a safe place, readily accessible to your family, for their possible use in filing claims with the Veterans Administration and the Social Security Administration. If you have been married before, obtain and put in a safe place two certified copies of your divorce decree or your former wife's death certificate.

These guidelines should help you square away your personal affairs. If in doubt, see your attorney or Legal Assistance Officer.

ALL HANDS Magazine published a "Rights and Benefits" issue in December 1963; it was reprinted in May 1964, as *Rights and Benefits of Navymen and Their Dependents* (NavPers 15885-B). This publication contains information that may be of interest to Reservists reporting for active duty, as well as their dependents. As provided for in BuPers Notice 1700 of 5 May 1964, this publication (of which only a very limited supply remains) is stocked at Naval Supply Centers, Norfolk, Va., and Oakland, Calif. Requisitions from Commanding Officers for less than 25 copies may be submitted to the appropriate NSC. Requisitions for more than 25 copies should be submitted to the Chief of Naval Personnel (Attn: Pers 114).

Exam Tear-Off Sheet Can Help You Win Next Time

What can your examination tear-off sheet do for you? Hold on to it—should you get less than a passing grade on the August advancement exam, the tear-off sheet will be a valuable aid while preparing for the next exam.

Note that your tear-off sheet has a "subject matter section identification chart." This chart summarizes the areas covered in your exam.

After advancement exams are graded at the Naval Examination Center, profile cards will be sent to those who have failed.

By transferring your evaluation from the profile card to the subject matter chart on the tear-off sheet, you have a graphic presentation of how your grade compares to your competitors'.

You will see at a glance the areas where your study failed to produce the desired results, and thus, where you should concentrate your study for the next exam.

Instructions for use of the tear-off sheet are printed on it. Of course, you hope you *won't* have to use it, but if you do, it can be very helpful.

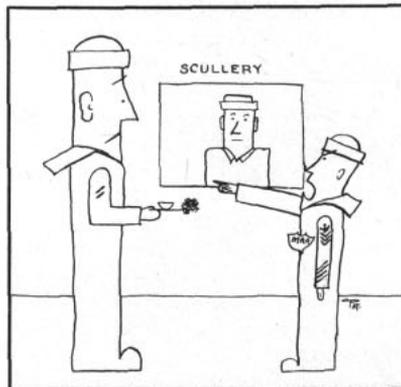
List of New Motion Pictures Available to Ships and Overseas Bases

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

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

Mister Moses (2949) (WS) (C): Comedy Drama; Robert Mitchum.

**All-Navy Cartoon Contest
C. P. Patrick, DMI, USN**



"Get back there and finish your spinach!"

Black Spurs (2950) (WS) (C): Western; Rory Calhoun, Linda Darnell.

The Black Torment (2951) (C): Melodrama; Heather Sears, John Turner.

Rattle of a Simple Man (2952): Comedy; Harry H. Corbett, Diane Cilento.

The Train (2953): Drama; Burt Lancaster, Jeanne Moreau.

How The West Was Won (2954) (WS) (C): Western; James Stewart, Debbie Reynolds.

Quick Before It Melts (2955) (WS) (C): Comedy; George Maharis, Anjanette Comer.

Sword Of Ali Baba (2956) (C): Melodrama; Peter Man, Jocelyn Lane.

The Devil's Agent (2957): Melodrama; Peter van Eyck, Marianne Koch.

Operation Snafu (2958): Comedy; Sean Connery, Stanley Holloway.

Yellow Rolls Royce (2959) (WS) (C): Comedy; Rex Harrison, Shirley MacLaine.

Joy In The Morning (2960) (C): Drama; Richard Chamberlain, Yvette Mimieux.

Man In The Dark (2961): Drama; William Sylvester, Barbara Shelley.

Conquered City (2962): Adventure Drama; Martin Balsam, Lea Masseri.

Hysteria (2963): Melodrama; Robert Webber, Lelia Goldoni.

Signpost To Murder (2964) (WS): Drama; Stuart Whitman, Joanne Woodward.

Gunfighters Of Casa Grande (2965) (WS) (C): Western; Alex Nicol, Jorge Mistral.

Love Has Many Faces (2966) (C): Drama; Lana Turner, Cliff Robertson.

Guns Of August (2967): Documentary.

Forever Amber (2968): Drama; Cornel Wilde, Linda Darnell (Re-issue).

Beach Blanket Bingo (2969) (WS) (C): Comedy; Frankie Avalon, Annette Funicello.

Those Callows (2970) (C): Drama; Brian Keith, Vera Miles.

Mara Of The Wilderness (2971) (C): Adventure Drama; Adam West, Linda Saunders.

Rose Of Washington Square (2972): Tyrone Power, Alice Faye (Re-issue).

Iron Glove (2973): Ursula Thiess, Robert Stack (Re-issue).

New SHIP at Key West Has Well Schooled Crew

The Navy encourages young men to finish high school, at least, before they enter service. However, not everyone does.

Once in uniform, the value of a diploma becomes more and more evident to non-graduates, but the possibility of acquiring it becomes more distant. For one thing, there just aren't enough hours in the day.

For several reasons, Captain J. H. Carmichael, USN, Commanding Officer, Naval Station, Key West, believes that completion of high school requirements is an important step for young men. In addition to the increased advancement opportunities this opens for them, the naval station CO feels there might be evidence that high school graduates can adjust more easily to service life.

A personnel study at his command not long ago revealed that 61 men, under age 21, lacked a high school diploma.

Some positive action was in order, reasoned the Key West skipper, to help these men improve themselves. The task might seem overly formidable to the men as individuals attempting to finish high school, leading to further frustration and discouragement.

But as a group, they might find the experience more within grasp, and more rewarding.

The skipper thus devised SHIP—the Self-Help Improvement Program—designed to help less experienced men round out their education in several areas. The idea is to help each man generate a new source of strength and understanding within himself.

SHIP is not based on any conclusive evidence that non-graduates are prone to adjustment problems, but rather on a theory that positive action might help these men overcome certain frustrations.

The crew of the new SHIP are men under 21 who do not hold a high school diploma.

Members of CAPT Carmichael's staff mapped out a three-point program of supervised study, physical fitness and responsibility training—to be carried out during off-duty hours.

The command's personnel officer is training officer for SHIP. He maintains an educational profile on each of the 61 men in the pilot group.

Each man is counseled on which high school courses he needs for a diploma.

The training officer has arranged with Key West High School for the enrollment of SHIP members in the school's evening adult educational program. An option of two evening classes at the local school or USAFI courses is offered each man. USAFI students are assigned to a supervised study hall for three one-hour evening periods each week.

A fourth evening session is set aside for all men to attend the responsibility realization program. Reminiscent of shipboard bull sessions, the meetings are called Fantail Talks. In these forums, the station chaplains, doctors, legal officer, department heads and local civilian leaders lead discussions covering leadership, traffic safety, personal finance, discipline, religion, morals, personal hygiene and, perhaps most important, topics chosen by the students themselves.

The training officer's assistant is a chief yeoman, who manages the basic organization of the program. His duties include obtaining necessary courses and textbooks, planning curriculum and classroom schedules, counseling personnel, supervising classes, keeping records on each man and other miscellaneous duties.

The physical fitness program is headed by the Key West legal officer. He doesn't make it easy on himself or the men. The group musters for a vigorous workout at 0545 Monday through Friday. At more respectable hours of the day the men take part in swimming lessons, softball games or other seasonal sports,

and pistol and rifle qualifications.

The program has proven itself, and is now operated on a permanent basis. If not by statistics alone, results of the program to date are encouraging. Twelve of the original 61 men in the group have attained their high school diplomas, and all others are closer to this goal.

Reaction from men enrolled varies. After adjusting to a school-day routine on top of their regular duties, and groaning through calisthenics at sunrise, most of the men began to recognize that the whole purpose was to benefit them at the expense of a few hours of liberty. To a large extent, they have developed their own *esprit de corps*.

There are three ways a man may terminate his duty in SHIP—by attaining his high school equivalent education; by reaching his 21st birthday, or by being transferred to another duty station.

Pleased by the first method and resigned to the second, CAPT Carmichael hopes that someday a similar program will be administered more widely in the Navy, so a man can continue his training when transferred from Key West.

As he puts it, "I think it is safe to conclude that this in-service high school plan has afforded an opportunity of becoming better citizens and Navymen to a few young men, who otherwise might have run afoul in service life and chosen to get out, discouraged."

—LT Thomas Coldwell, USN

Aerospace Museum

A recent adjunct to the San Diego Aerospace Museum in Balboa Park, San Diego, Calif., is the Naval and Marine Air Museum. The interest of this museum spans the entire history of naval aviation.

Exhibits highlighting the innumerable contributions of such men as Chambers, Ellyson, Towers, and others in the pioneer days of this fascinating field, as well as records of most recent feats will be seen by visitors.

Photographs, documents, artifacts and other items of interest may be contributed by contacting the Curator, Naval & Marine Air Museum, San Diego Aerospace Museum, Zoo Drive, Balboa Park, San Diego, Calif.

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



"You can't do anything right, can you, Robinson?"

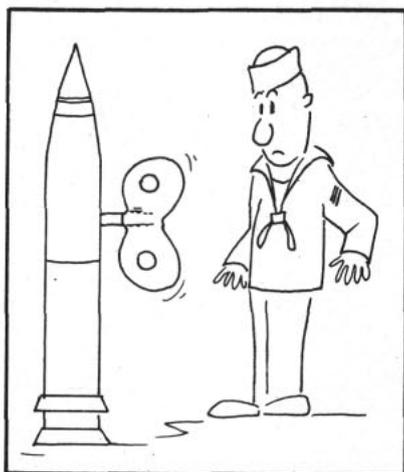
35 Ratings Temporarily Cut from Seavey to Reduce Backlog

MOST NAVYMEN know that the object of Seavey is to provide stability ashore and afloat through planned reassignment and equitable rotation of all enlisted men.

There is also another objective—to forecast accurately the time bracket in which a man will be transferred from sea to shore. Those in Seavey C-65, for example, can expect to receive orders ashore between Oct 1965 and 31 Jan 66.

The mechanics of Seavey/Shorvey require that sea duty cut-off dates be established three times a year for all ratings. This change (from once a year) was made last fall to provide a more responsive and more reliable Seavey—better for the Navy and better for the individual sailor. When planning the 1 July Seavey C-65 BuPers Notice, it became increasingly obvious that something had to be done to deplete the big backlog of Navymen from rotation waiting lists of previous years.

It is no mystery why the movement ashore had fallen behind in some areas—35 ratings to be exact. The earlier planning for once-a-year Seaveys had been inexact due to the necessity for making estimates far into the future. Moreover, it is no secret that the world situation has



made it imperative that ships and aircraft squadrons—particularly those in the Pacific—be kept as fully manned as possible.

Shore opportunity, as a result, has been reduced—making the excesses on Seavey even greater than they were before the stepped-up operations in the Pacific.

BuPers was faced with two alternatives—back up cut-off dates two or more years to prevent an excess of Navymen being added to the rotation

waiting lists because of advancements, completion of sea extensions, etc., or completely stop the flow of personnel to the waiting lists.

Accepting either alternative became more or less a matter of choosing the lesser of two evils. However, nobody would be removed from the Seavey waiting listing under either plan.

Because of the large number of ratings involved, the alternative of retarding the sea-duty commencement dates was not considered feasible because of the undesirable effect such action would have on morale.

By omitting the rates already having long waiting lists from Seavey C-65, at least men in these ratings would know where they stand. Large numbers of enlisted men would not enter Seavey only to find they could not be transferred during the Seavey period. Navymen in ratings omitted from Seavey C-65 who were previously recorded on Seavey will, of course, remain there.

There is this consolation for those in the omitted rates, men already on the lists will be assigned only through Seavey procedures unless urgent requirements dictate otherwise. Navymen not added will retain their

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
QM2	Oct 59	OMCS	Aug 63	SHCM	Apr 63	EM1	Dec 58	EADCN	Oct 62	BUCS	Apr 63
QM3	Aug 60	YNCM	Aug 63	SHCS	Apr 63	SFCM	Dec 60	EAS2	Oct 62	BUC	Jul 62
QMSN	Aug 60	YNCS	Aug 63	SH2	Dec 56	SFCS	Dec 60	EAS3	Apr 63	BU1	Feb 62
SMCM	Mar 62	YN3	Aug 63	SH3	Dec 56	DCCM	Apr 63	EASCN	Apr 63	BUL2	Jul 60
SMCS	Feb 62	YNSN	Aug 63	SHSN	Dec 56	DCCS	Apr 63	CECM	Apr 63	BUL3	Oct 62
RDCM	Apr 62	PNCM	Apr 63	JO		DCC	Nov 61	CECS	Apr 63	BULCN	Oct 62
RDCS	Apr 62	PNCS	Apr 63	(all rates)	Aug 63	PMCM	Aug 63	CEC	Dec 61	BUH2	Jul 60
RD3	Dec 60	PNC	Aug 63	PCCM	Dec 62	PMCS	Aug 63	CEP2	Mar 62	BUH3	Oct 62
RDSN	Dec 60	PN1	Aug 63	PCCS	Dec 62	PMC	Oct 60	CEP3	Oct 62	BUHCN	Oct 62
TM3	Sep 60	PN2	Aug 63	PC3	Aug 61	PM1	Oct 60	CEPCN	Oct 62	BUR2	Jul 60
TMSN	Sep 60	PN3	Aug 63	PCSN	Aug 61	PM2	May 59	CES2	Feb 63	BUR3	Oct 62
GMT1	Mar 63	PNSN	Aug 63	LICM	Aug 63	PM3	Jun 60	CES3	Aug 63	BURCN	Oct 62
MTCM	Apr 63	SKCM	Apr 63	LICS	Aug 63	PMFN	Jun 60	CESCN	Aug 63	SWCM	Nov 62
MTC3	Apr 63	SKCS	Dec 62	DM		MLCM	Dec 61	CET2	Dec 62	SWCS	Nov 62
MNCM	Aug 63	SK3	Apr 62	(All rates)	Aug 63	MLCS	Dec 61	CET3	Oct 62	SWC	Aug 60
MNCS	Aug 63	SKSN	Apr 62	MMCM	Mar 60	MLC	Jun 61	CETCN	Oct 62	SW1	Jul 59
DSCM	Dec 62	DKCM	Dec 62	ENCS	Oct 59	ML1	Jun 60	EOCM	Apr 63	SWE2	Dec 59
DSC3	Dec 62	DKCS	Jun 62	MRCM	Feb 62	ML2	Mar 58	EOC3	Apr 63	SWE3	Oct 62
DSC	Aug 63	DK3	Aug 63	MRC3	Feb 62	ML3	Mar 61	EOC	Jun 62	SWECN	Oct 62
DS1	Aug 63	DKSN	Aug 63	BT1	Feb 58	MLFN	Mar 61	EO1	Sep 61	SWF2	Dec 59
DS2	Aug 63	CSCM	Sep 62	BT2	Jan 58	EACM	Aug 63	EON2	Nov 62	SWF3	Oct 62
DS3	Aug 63	CSC3	Sep 62	BRCM	Feb 61	EAC3	Aug 63	EON3	Nov 62	SWFCN	Oct 62
DSSN	Aug 63	CSC	Apr 61	BRC3	Feb 61	EAC	Aug 63	EONCN	Nov 62	UTCM	Aug 63
IMCM	Dec 62	C31	Nov 60	BRC	Apr 59	EA1	Oct 62	CMCM	Aug 63	UTCS	Aug 63
IMCS	Dec 62	C33	Mar 62	EMCS	Dec 61	EAD2	Oct 62	CMCS	Aug 63	UTC	Mar 62
OMCM	Aug 63	CSSN	Mar 62	EMC	Dec 60	EAD3	Oct 62	BUCM	Apr 63	UT1	Mar 61

eligibility for other Fleet programs administered by type commanders, such as preferred sea duty; overseas shore duty; new construction duty; "swaps," and others.

In fact, quite a few good overseas duty billets have, in the past, been filled by men who were not eligible for Seavey, because there weren't enough volunteers for overseas service from men recorded on Seavey. Through Seavey procedures, overseas assignments will only be made to billets where a man is allowed to take his dependents.

Here are the ratings omitted from Seavey C-65. Needless to say, as soon as the waiting lists in these ratings disappear, the ratings will again be added to Seavey.

RATING	PAY GRADE
BM	All
QM	E-9, E-8, E-7, E-6
SM	E-7, E-6, E-5, E-4, E-3
RD	E-7, E-6, E-5
ST	All
TM	E-9, E-8, E-7, E-6, E-5
GM	All except GMT1
FT	All including NEC 1143, 1144
MT	E-7, E-6, E-5, E-4, E-3
MN	E-7, E-6, E-5, E-4, E-3
ET	All
IM	E-7, E-6, E-5, E-4, E-3
OM	E-7, E-6, E-5, E-4, E-3
RM	All
YN	E-7, E-6, E-5
SK	E-7, E-6, E-5
DK	E-7, E-6, E-5
CS	E-5



"Chief, you've got that look in your eye. What did I volunteer for this time?"

SH	E-7, E-6
PC	E-7, E-6, E-5
LI	E-7, E-6, E-5, E-4, E-3
MM	E-8, E-7, E-6, E-5, E-4, E-3
EN	E-9, E-7, E-6, E-5, E-4, E-3
MR	E-7, E-6, E-5, E-4, E-3
BT	E-9, E-8, E-7, E-4, E-3
BR	E-6
EM	E-9, E-5, E-4, E-3
IC	All
SF	E-7, E-6, E-5, E-4, E-3
DC	E-6, E-5, E-4, E-3
CE	E-6
CEW	E-5, E-4, E-3
EOH	E-5, E-4, E-3
CM/A/H	E-7, E-6, E-5, E-4, E-3
SD	E-7, E-6, E-5, E-4

To be eligible for Seavey C-65, you must:

- Be in an on board for duty status.
- Be in one of the eligible rates listed below.

- Have begun a continuous tour of sea duty in or before the month and year specified in the list of eligible rates.

- Have active duty obligations to January 1968 or later.

Navymen who hold a conversion PNEC (XX99) will be considered to be serving in the rating to which they are converting.

Here at bottom of these pages is the list of the rates that are on Seavey C-65 together with their sea duty cut-off dates.

Enlisted Correspondence Courses Now Available

One new enlisted correspondence course recently became available through the Naval Correspondence Course Center, Scotia, N. Y. 12302, as well as three revised ones. The four issues are:

- ECC Electronics Technician 2, NavPers 91375-2 (supersedes NavPers 91374-2A and NavPers 91375-1A).

- ECC Mineman 1 & C, NavPers 91337-2 (supersedes NavPers 91336-1 and NavPers 91337-1A). Confidential.

- ECC Boilermaker 1 & C, NavPers 91515-1 (supersedes NavPers 91515A).

- ECC Aviation Maintenance Administrationman 3 & 2, NavPers 91498 (new).

RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE	RATE	DATE
UTA2	Jun 60	ATCM	Aug 63	AQCM	Apr 63	AECM	Aug 63	PR1	Jul 63	PH1	Mar 63
UTA3	May 62	ATCS	Aug 63	AQCS	Apr 63	AEC5	Aug 63	PR2	Mar 63	PH2	Feb 63
UTACN	May 62	ATC	Aug 63	AQC	Aug 63	AEC	Jun 63	PR3	Aug 63	PH3	Aug 63
UTB2	Jun 60	AT1	Aug 63	AQ1	Aug 63	AE1	May 63	PRAN	Aug 63	PHAN	Aug 63
UTB3	Dec 60	ATR2	May 63	AQB2	Aug 63	AE2	Feb 63	AG1	Feb 63	PTCM	Aug 63
UTBCN	Dec 60	ATR3	May 63	AQB3	Aug 63	AE3	Aug 63	AG2	Feb 63	PTC5	Aug 63
UTP2	Jun 60	ATRAN	May 63	AQBAN	Aug 63	AEAN	Aug 63	AG3	Aug 63	PTC	Aug 63
UTP3	Dec 60	ATN2	May 63	AQF2	Aug 63	AMCM	Aug 63	AGAN	Aug 63	PT1	May 63
UTPCN	Dec 60	ATN3	May 63	AQF3	Aug 63	AMCS	Aug 63	AKCM	Aug 63	PT2	May 63
UTW2	Jun 60	ATNAN	May 63	AQFAN	Aug 63	AMSC	May 63	AKCS	Aug 63	PT3	May 63
UTW3	Dec 60	ATW2	May 63	ABCM	Aug 63	AMS1	Mar 63	AKC	Aug 63	PTAN	May 63
UTWCN	Dec 60	ATW3	May 63	ABCS	Aug 63	AMS2	Feb 63	AK1	May 63	HMCM	Aug 63
SDCM	Apr 63	ATWAN	May 63	ABEC	Dec 62	AMS3	Aug 63	AK2	Aug 63	HMCS	Aug 63
SDCS	Apr 63	AXCM	Aug 63	ABE1	Nov 61	AMSAN	Aug 63	AK3	Aug 63	HMC	Jun 63
TN	Jul 62	AXCS	Aug 63	ABE2	Sep 61	AMHC	Feb 63	AKAN	Aug 63	HM1	Jun 63
ADCM	Aug 63	AXC	Mar 63	ABE3	Feb 63	AMH1	May 63	AZCM	Aug 63	HM2	Jun 63
ADCS	Aug 63	AX1	Mar 63	ABEAN	Feb 63	AMH2	Feb 63	AZCS	Aug 63	HM3	Jun 63
ADRC	Aug 63	AX2	Mar 63	ABFC	Feb 63	AMH3	Aug 63	AZC	Aug 63	HN	Jun 63
ADR1	Aug 63	AX3	May 63	ABF1	May 63	AMHAN	Aug 63	AZ1	Feb 63	DTCM	Aug 63
ADR2	Feb 63	AXAN	May 63	ABF2	Oct 62	AMEC	Aug 63	AZ2	Feb 63	DTC5	Aug 63
ADR3	Aug 63	AOCM	Aug 63	ABF3	Feb 63	AME1	Jun 63	AZ3	Aug 63	DTC	Jun 63
ADRAN	Aug 63	AOC5	Aug 63	ABFAN	Feb 63	AME2	Feb 63	AZAN	Aug 63	DT1	Jun 63
ADJC	Aug 63	AOC	Feb 63	ABHC	Feb 63	AME3	Aug 63	PHCM	Aug 63	DT2	Jun 63
ADJ1	Feb 63	AO1	Jan 63	ABH1	Feb 63	AMEAN	Aug 63	PHCS	Aug 63	DT3	Jun 63
ADJ2	Feb 63	AO2	Feb 63	ABH2	Feb 63	PRCM	Aug 63	PHC	Aug 63	DN	Jun 63
ADJ3	Aug 63	AO3	Feb 63	ABH3	Apr 63	PRCS	Aug 63				
ADJAN	Aug 63	AOAN	Feb 63	ABHAN	Apr 63	PRC	Feb 63				

Complete details concerning Seavey C-65 can be found in BuPers Notice 1306 of 14 Jul 1965.

**Here's Good News
For Air Crewmen**

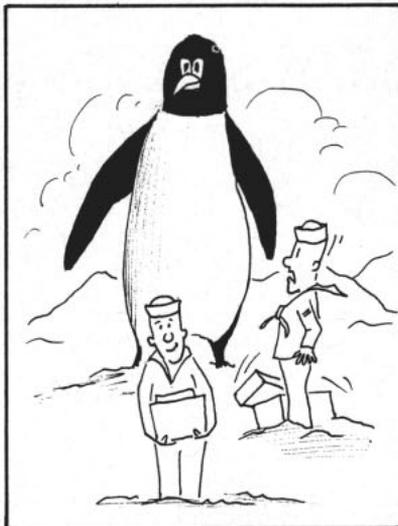
• **PERMANENT AC INSIGNIA**—Wearing of the aircrew breast insignia on a permanent basis has been approved by the Secretary of the Navy, with an effective date of 14 Jun 1965.

Previously, qualified aircrewmen were permitted to wear the breast insignia only while assigned as regular members of an aircraft flight crew.

Hereafter, the insignia may be worn as long as the aircrewman maintains his designator (AC), unless physically disqualified. This applies to all aircrewmen who held an (AC) designator on 14 June and those designated after that date.

The right to wear the insignia at all times will be rescinded only when an aircrewman is disqualified for aircrew duty by either:

- Lacking the minimum opera-



"What do you mean, THAT penguin? You've seen one, you've seen 'em all."

tional qualifications, as determined by an appropriate technical examination, or

- No longer volunteering for air-

crew duty to which he is assigned.

He may continue to wear the insignia during periods when he is physically or psychologically disqualified for aircrew duty.

This change has been incorporated in Change 11 to the *BuPers Manual*.

• **TAX ON DISLOCATION ALLOWANCE**—The Internal Revenue Service has ruled that dislocation allowances are subject to withholding of federal income tax and should be included as taxable wages reported on a Navyman's Form W-2.

Since 1 Jul 1965, the Navy has withheld taxes in the amount of 14 per cent of the nearest dollar from dislocation allowances and will report the allowance as taxable wages in Form W-2.

Payments of dislocation allowances made to Navymen between 1 Jan 1965 and 30 Jun 1965 will be included as taxable compensation on their Form W-2, but no tax was withheld.

• **RETENTION TASK FORCE**—In January this year, the Secretary of the Navy requested comments and suggestions regarding the Navy's retention problem from all naval personnel who wished to write. Letters were to be addressed directly to the Secretary of the Navy's Retention Task Force.

The response to this request has been excellent, and many ideas of considerable merit have been received.

Although *Navy Regulations* requires that all correspondence directed to SecNav shall be channeled through the chain of command, this regulation was specifically waived by the Secretary in this case. Both the Secretary and the Chief of Naval Operations concur with this procedure, and specifically encourage Navymen to submit their ideas directly to the task force.

A CNO basegram sent to naval activities advises that it is desired to continue the policy of the SecNav notice and commanding officers are requested to encourage personnel to submit their ideas directly from the individual to the task force. Ideas may be addressed as follows:

The Director, Secretary of the Navy's
Task Force on Military Retention
Office of the Secretary, Room 3732
Arlington Navy Annex
Washington, D. C. 20370

Rundown on Rules and Scoring in Navy Wrestling

How long has it been since you saw an amateur wrestling match—and understood what was going on?

Amateur Athletic Union (AAU) freestyle wrestling rules are used in the All-Navy and Interservice championships. Here is a rundown on the rules and scoring.

Matches consist of two five-minute periods with a one-minute rest period between them. The exception occurs when a wrestler has his opponent in a pinning position at the end of the first period.

In both periods, the wrestlers start from the standing position.

Bad points are awarded wrestlers for various maneuvers and situations during a bout. Since the rules are designed around trying for a fall, winning by a fall is the only way to escape getting bad points in a match.

Six bad points are necessary to eliminate a wrestler from competition. A wrestler cannot be eliminated in one match, since the maximum number of points for a bout is four.

"Bad Points"

Win by a fall	0
Win by decision	1
Draw bout	2
Loss by decision	3
Loss by fall	4

Points are used to determine the winners of decision bouts. They are given for maneuvers on the mat from standing or down positions, as follows:

- One point—takedown; reversal (taking advantage position on top from the bottom position); tilt (exposing opponents' shoulders to the mat at less than a 90-degree angle).
- Two points—tilt (keeping opponent in momentary danger through an instantaneous fall, rolling fall or accidental fall).
- Three points—tilt (keeping opponent in danger with shoulder at less than a 90-degree angle to the mat for five seconds, or for a series of rolling falls and bridges for five seconds).

Illegal holds include such maneuvers as gripping uniforms, pulling hair or ears, applying a scissors to the head or body of an opponent, kicking, biting, using a full nelson from the rear, etc. If an illegal hold is used, a *caution* is given to the offending wrestler and his opponent is awarded one point.

In freestyle wrestling, a fall is awarded when a wrestler's shoulders are held to the mat for two seconds.

Now all you need is a ticket.

• OPEN RATES FOR RESERVISTS—

The Chief of Naval Personnel has issued a revised list of open rates in which active duty Reservists may enlist in the Regular Navy or continue on active duty in a Reserve status.

To be eligible, a man must have the recommendation of his commanding officer. The recommendation will be based upon background, performance, conduct and capability.

The applicant must also be serving on active duty. Temporary active duty or active duty for training does not qualify. He must be a citizen of the United States or an immigrant who can prove he intends to become a citizen. The applicant must not be over 40 years old and be able to complete 20 years of active duty before reaching the age of 51 to qualify for enlistment in the Regular Navy.

The revised list, which was issued as Change 1 to BuPers Inst. 1130.4H, includes the open rates:

	QM2		QM3
STC	ST1	ST2	ST3
	RD1	RD2	RD3
			TM3
			GMM3
			GMT3
	FT1	FT2	FT3*
		MT2	MT3
ETC	ET1	ET2	ET3
	DS1	DS2	DS3
	RM1	RM2	RM3
			CT3 (except A&O branch)
			CS3
			CYN3
MAC	MA1	MA2	MA3
	MM1	MM2	MM3
		BT2	BT3
	BR1		
		EM2	EM3
	IC1	IC2	IC3
			SFM3
			SFP3
			DC3
			BUH3
			DT3
			AT3
			AC3
			AE3
			AG3
			TD3
	ABH1	ABH2	ABH3
	AQ1	AQ2	AQ3
			AMH3
			AME3
		PT2	PT3
AXC	AX1	AX2	AX3
	AN	AA	AR
	SN	SA	SR
	FN	FA	FR
	TN	TA	TR

* Includes service ratings.

Navy Lends a Hand In Midwestern Towns

THIS YEAR Midwestern communities were hit by floods and tornadoes. Navy units and individual Navymen were on hand—to lend a hand.

The Navy was first called to help battle the rising floodwaters of the Mississippi and its tributaries. While a group of active duty men and Reservists fought a battle to keep Reserve Training Centers dry, other Navymen pitched in to help flood-threatened areas.

• Navy helicopters from the Naval Air Station at Minneapolis, Minn., flew more than 95 sorties, evacuating civilians and surveying flooded areas for disaster control officials.

• Planes from the Naval Air Station at Glenview, Ill., flew cargoes of pumping equipment, life jackets, clothing and tools into cities.

• The Naval Training Center at La Crosse, Wisc., was turned into a disaster shelter for more than 100 local families who had been driven from their homes by the rising flood.

The Navy was also on the scene when a tornado tore through three northern Illinois towns earlier this year, causing deaths and injuries, and more than \$5,000,000 in damages.

SHORTLY AFTER the tornado hit, Navymen, Marines and Navy civilian employees brought heavy equipment from the Great Lakes Naval Training Center and teamed up with other volunteer groups to clean up the communities of Crystal Lake, Island Lake and Bayview.

The Navy clean-up squad manned dump trucks and front-end loaders plus a crane and grader.

In Island Lake and Bayview, clean-up squads made a mountain of debris which covered an entire city block. In Crystal Lake they filled a small farm with refuse and ruins from the tornado.

More than 100 sailors from the Great Lakes Training Center responded to the distress call during the first two days. Most were from the Public Works and First Lieutenant's departments of the Naval Administrative Command and from the Naval Examining Center.

The Great Lakes unit was on the scene for 11 days helping to clear debris. Before the emergency job was ended, they had worked a total of 6400 man hours.

It'll soon be advancement time again, and whether or not you make the promotion list may well depend upon your military knowledge. Test yourself on these questions from Basic Military Requirements (NavPers 10054A).

1. A chief master at arms heads the MAA force aboard large ships and is directly responsible to the:

- (a) Commanding officer.
- (b) Executive officer.
- (c) First lieutenant.

2. The correct medication for eye contamination by a blister gas is:

- (a) M5 ointment.
- (b) Atropine.
- (c) Water.



3. To receive an honorable discharge, a Navymen's semiannual marks during his enlistment must average at least _____. His average conduct mark, however, must be _____ or higher.

4. Residual radiation after a nuclear detonation would normally be greatest if the blast were a/an:

- (a) Air burst.
- (b) Surface burst.
- (c) Subsurface burst.



5. The hulls of most shipborne boats are painted with regulation haze grey. One particular type of boat, however, commonly has a black hull. It is a:

- (a) Motor whaleboat.
- (b) Gig.
- (c) Barge.

Answers to Quiz Aweigh may be found on page 62

LETTERS TO THE EDITOR

One Pathway That Leads to Stars

SIR: I read recently that the Navy now has its "satellite navigation system" in operation; in fact, that the system was successful in tests conducted during Sea Orbit by *uss Long Beach* (CCN 9) last summer.

As a quartermaster, I am very interested in this new system. What are my chances of receiving training for operating this equipment?

I am presently scheduled to report to Submarine School on 16 Aug 1965. If I request additional training in this field, to whom should I address this request? Also, should I make the request before or after I complete Submarine School?—F. C. O., QM2, USN.

• Don't mean to discourage you, but there is very little chance that you, being a quartermaster, could work directly with the Satellite Navigation System equipment. The equipment associated with the system is just about all electronic, and is operated and maintained by SINS, NAVAIDS and NAV-DAC electronic technicians.

However, if you desire to be on ships that will have this equipment and want the opportunity to work in association with the navigation department, you should do the following:

Complete Submarine School; request duty on board an SSBN (Polaris submarine); qualify in submarines; then request the Quartermaster C school at Dam Neck, Va. (Guided Missiles School). The title of the course is "SSBN Navigation Operation" and it is six weeks long. Prerequisite for this school is qualification in submarines.

Satisfactory completion of the course earns for the student an NEC of 0221.

It is up to the individual whether he requests this course before or after Submarine School. However, it would probably be wise to submit the request upon arrival at New London.

Any further questions on this subject should be directed to the Bureau of Naval Personnel, Pers C-231 (Submarine Training Section)—Ed.

Extension Physical

SIR: Why is a physical examination required for an extension of enlistment? I am speaking specifically of a first-terminer with less than four years of service. Frequently kiddie-cruisers must extend their enlistments for several months to receive a school assignment or complete a cruise. In many cases their extension and separation physicals come within two or three months while a career man often goes six years between physicals.—E. A. B., PN2, USN.

• Technically, because it's the law.

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.

An extension of an enlistment is basically a reenlistment for a short period. Reenlistments require physicals. To treat the matter differently would result in a fantastic paperwork snarl.

Then, too, the medical people find it very handy. In the first place, an extension physical can, and often does, reveal minor physical defects which, in many instances, can be corrected before separation from the active list. In such a situation, if the man did not have an extension physical, the defect would not be uncovered until the separation physical at the last moment, and correction of the trouble would require another extension.

Secondly, the exam provides information concerning the current state of the man's health and is consequently a permanent record affording documentary evidence and protection for the individual as well as for the U. S. Navy.

For further information, we suggest you consult articles 1278 and 1280 of "U. S. Navy Regulations," article 15-40(2) of the "Manual of the Medical Department" and article C-1407 (5a) of the "BuPers Manual."—Ed.

NAVY-Marine Corps medal for bravery was given to James R. Taylor, BM1 (DV) by Secretary of the Navy.



Military and Civilian Ranks

SIR: I've heard of a comparability chart which relates Government Civil Service ratings to corresponding military grades. Does such a chart exist and, if so, where may I locate a copy?

If the answer to the first question is yes, is it legal (as a case in point), for a GS-5 military personnel clerk to be put in a supervisory and evaluating position over a personnelman first class?

For example, would it be legal for this GS-5 to recommend enlisted performance evaluations (or disciplinary actions) for enlisted men?—J. C., USN.

• No, no, no. And no again, just for effect.

Comparability charts do exist, to be sure, but not for the purpose of which you speak. They relate civilian grades to military grades (primarily officer) for such purposes as honors, stateroom privileges, and wardroom seating positions. The comparability is primarily social and bears absolutely no relationship to military responsibility.

OpNav Instruction 1610.1 established the Navy's internal policy concerning the working relationships between military and civilians. The instruction says, "... civilian personnel can have no part in the administrative execution of strictly military functions as prescribed by tradition, law and regulations. The exercise of military command and the execution of military functions must remain a direct responsibility of naval command."

Officers in command of naval activities which are staffed jointly by naval and civilian personnel are to ensure that the exercise of naval command, and the execution of military functions, are held completely within naval command lines.

Specifically, the responsibility for assigning or recommending performance evaluations—or disciplinary action—by a government employee, regardless of the grade of the employee or rate of the Navyman, would be contrary to basic naval organization, to the laws governing discipline and performance of duty and to all principles of military command.

If you're interested, now that the military matter is settled, here is the comparability chart MSTS uses when assigning berthing and messing to government employees: GS-16 or above to a flag officer, GS-15 to a captain, GS-14 and 13 to commander, GS-12 to a lieutenant commander, GS-10 and 11 to lieutenant, GS-8 and 9 to a lieutenant junior grade, and a GS-7 to an ensign. All lower GS grades are lumped together as comparable to enlisted men of any rate in the Navy.—Ed.

Exams for First Super Chiefs

SIR: I think the first two groups of E-8s and E-9s did not take examinations but were selected by a board solely on the basis of recommendations, service and record.

Others say examinations have been given for these two pay grades since the beginning. Who's right?—R. G. C., ENC(SS), USN.

• *Sorry, Chief, the others are right. Pay grades E-8 and E-9 were authorized by the 85th Congress in 1958. According to the bill, one per cent of the Navy's total enlisted strength was to be included in pay grade E-9 and two per cent in pay grade E-8.*

The new billets were distributed among all ratings in proportion to the number of petty officers in each rating.

In addition to satisfying time in rate and time in service requirements and needing a recommendation from their commanding officer, applicants had to compete in regular service-wide examinations.

Those who passed the examination had their records reviewed by a selection board and final selections were made as the result of the review.—ED.

Aviator Flight Surgeons

SIR: A BM1 and I have a disagreement concerning flight surgeon training. According to him, at one time a Navy doctor also had to be a qualified naval aviator before being designated as a flight surgeon. I say there was never such a requirement. Who is correct?—B. L. M., HM1, USN.

• *You are. It's easy, however, to see how your friend was misled.*

At present a Navy doctor who wants to become a flight surgeon must complete a six-month course in aviation medicine at Pensacola, Fla. A six-week portion of this training is flight indoctrination including about 30 hours of flying. At the end of the six-week period

RESCUE of three Costa Ricans from flash flood earned Navy Commendation Medal for Jack M. Smith, CE2.



CHIEF Radioman Gilbert T. Smith won SecNav Commendation for superior performance aboard frigate Coontz.

the doctor is qualified to solo. Chances are, if he has no disqualifying physical defects such as bad eyesight, he will take advantage of the opportunity and will solo.

A solo flight, however, does not qualify the doctor as a naval aviator. Far from it. A Navy pilot studies two years before receiving his wings.

In case you're interested, the Navy usually retains about 400 flight surgeons. At present, 16 of these are also qualified and designated naval aviators. Two are graduates of the Test Pilot School at Patuxent River, Md.—ED.

Position of Miniature Medals

SIR: I recently overheard some officers here in Korea discussing the correct position of miniature medals on evening dress and dinner dress uniforms. I decided to look up the regulations for myself.

Uniform Regulations (Article 1032) states that "... the holding bar of the lowest row of miniature medals shall be positioned on the left lapel three and one-half inches below the notch." However, in each of the three illustrations in Appendix A, the miniature medals are in different positions in relation to the lapel notch.

In the discussion, some had the opinion that three and one-half inches was too low for the miniature medals. They contend that the medals present a better appearance at the two-inch level.

Since all naval officers (lieutenant and above) are required to have the evening and dinner dress uniforms, I'm quite sure many will consult the illustrations instead of the written regulation on how such uniforms are worn. Shouldn't the illustrations and the written regulation present the same picture?—M. O., YNCA, USN

• *We agree. And so does the Uniform Board, to whom we sent your*

letter. Conformance, of course, is desirable, but remember that the photographs are models used to convey a general impression of the regulations—not to show precisely how the medals are worn.

Therefore, when a minor repositioning of insignia and medals is made, the photographs usually are not changed until a major reprinting occurs. A more precise illustration may be found in Appendix B-27 of Uniform Regs."

Since the miniature medals on the dinner and evening dress jacket uniforms are the focal point around which other insignia are positioned, it is necessary that the medals be low enough on the lapel for breast insignia to be worn without presenting an awkward appearance.

True, the medals could be lowered only when breast insignia are worn, but the Uniform Board prefers uniformity—that is, everyone wear their medals three and one-half inches beneath the lapel notch. Also remember that this position is for the lowest holding bar. Should two or three rows of medals be worn, the breast insignia would again be forced too high.—ED.

Belay That Last Word

SIR: It seems to me that I see more and more Navy correspondence—some of it high level and official—using the term *hours* when referring to the time of day.

I can find no such usage in Navy Regulations and wonder if I've missed something or is the use of this seemingly redundant term somehow creeping into Navy usage?—H. D. A., CAPT., USN.

• *We're glad you asked. We can see no reason for saying something happened at 0800 hours when clarity is better served by saying it happened at 0800.*

We queried the Office of the Chief of

LIFESAVER—Joseph E. Kisner, EN3, is given Commendation for Achievement Medal for saving woman's life.





JAPANESE Self Defense Force submarines *Natsushio* (SS 523) and *Fuyushio* (SS 524) moored at Pearl Harbor pier on arrival for month-long training visit.

Naval Operations on the subject and were told that there is no sanction for the use of the word hours.

The subject is not covered in "Communications Instructions," the "Naval Orientation" manual or by the "Dictionary of U. S. Military Terms for Joint Usage." "U. S. Navy Regulations" consistently uses numbers and omits the word hours. We quote as an example: "All ships and naval stations shall display the National Ensign at half-mast from 0800 until the completion of the salute, or until 1220 if no salute is fired."

From all this, we can but deduce one great truth. We pass on the word that those professionally concerned do not use the term hours when referring to the time of day.—Ed.

Two Can Live Cheaper Than One

SIR: My wife and I are both in the service. I am attached to a squadron and she is attached to NAS Barber's Point. Since we are both attached to the same naval air station and are living in off-base housing (non-government) why can't we draw BAQ?

I have talked to three other sailors in this hangar alone who are married to Waves, and drew some sort of BAQ before their wives left the service. Two of these servicemen were on sea duty, as I am now.

I have made numerous trips to the personnel office, and they still say it can't be done. Can you help? And if I am eligible for BAQ, can I collect back to when we were first married in November 1964—F. W. W., AMH2, usn.

• *Are you ever in luck! You evidently are entitled to BAQ, and it is retroactive. (Providing, of course, your letter contains all the pertinent information.)*

In cases such as yours, when a Navyman is married to a Wave, paragraph

044037-7e(2) of the "NavCompt Manual" provides that, when quarters are not available for assignment to the husband for occupancy by himself and his wife, the Navyman is entitled to the BAQ prescribed for a member without dependents provided both the husband and wife are stationed at the same or adjacent posts or shore stations and occupy a joint residence off station.

But . . . a Navyman on sea duty is not allowed to draw BAQ as a member without dependents. Your present assignment was considered sea duty for BAQ purposes and consequently you properly had been denied the allowance.

But . . . Alnav 18, effective May 1965, changed the picture. This Alnav stated that members without dependents assigned to aviation squadrons with permanent duty stations ashore (such as your squadron) are entitled to BAQ if they are not assigned adequate government quarters, despite the former stipulation concerning sea duty.

So . . . if you meet the criteria established in the "NavCompt Manual" you are entitled to receive the BAQ normally given a Navyman who has no dependents. And, also a result of Alnav 18, you are entitled to retroactive credit of BAQ as a Navyman without dependents to the date of your marriage if such credit was denied you before solely on the basis that you were on sea duty with the squadron.

Happy now?—Ed.

Helos Are Carrier-Based, Too

SIR: I read with interest your May 1965 issue. However, there was one omission.

On pages 16 and 17 there are pictures of various carrier-based aircraft in the Navy, but where are the helicopters? Since Helicopter Antisubmarine Squadron 11 is definitely a carrier-based squadron—presently embarked on board

uss *Wasp* (CVS 18)—and since helicopters are a part of the Navy's ASW team, I feel they deserve mention.—J. S. Meserve, LTJG, USNR.

• *An excellent and valid point, Lieutenant, and we agree with everything you say. We didn't attempt to include helicopters because, frankly, we didn't have enough room or information.*

If others in the helo squadrons are as sharp and aggressive as you, they'll send us reports and photos of their ship-board operations and you'll probably see a centerspread devoted to carrier helicopter squadrons. Our spirit is willing, but our files are weak.—Ed.

Sea Duty and School Days

SIR: We in the personnel office aboard uss *Hornet* (CVS 12) have a question about the enlistees guaranteed schools through Programed Student Input. PSI personnel are sometimes assigned to sea duty for eight or nine months, transferred to school and, upon completion, reassigned to sea duty.

According to the *Enlisted Transfer Manual*, Paragraph 3.15(b), a tour of sea duty begins when the man reports to his first permanent duty station which is classified as sea duty.

Here's our question: Do these men lose that previous sea time? We believe it should count toward their sea duty commencement date. Would you clarify this for us?—G. P. D., uss *Hornet*, usn.

• *Basically you are correct. Under the programed student input (PSI), a man's sea duty commencement date never changes, provided he returns to sea duty upon completion of his schooling. This means the time he spent at sea and at school counts as sea duty.*

For those who may not know, sea

FANTAIL FISHERMAN Ed Schaffhauser, SF2, shows 56-lb red snapper he caught from deck of uss *Yellowstone* (AD 27) in the Caribbean. Schaffhauser used 40-lb test line during hour-long battle with fish.





AMPHIBIOUS transport dock Ogden (LPD 5) sits at dock awaiting commission.

duty begins after recruit training on the date the man reports to his first permanent duty station which is classified as sea duty. If the man has to travel outside the U. S. to report to his duty station, his sea duty begins the day he departs from the U. S.

Once a man begins his sea duty, later permanent reassignments at sea or temporary assignments ashore (such as school) or to other sea activities will not change the original sea duty commencement date, except under the following conditions: (a) The man is separated from active service for more than three months, (b) He is reassigned to shore duty, or (c) His sea duty activity is reclassified to shore duty.

In the last case, the date of reclassification will be the date his sea duty was ended.—Ed.

Fleet Reserve Physical

SIR: Five of us on this ship have our transfer date to the Fleet Reserve. Some of us will be shipped back during our deployment while the remainder will transfer upon the ship's return.

We took it for granted that those leaving the ship overseas would leave about a month early. The ship's office has informed us, however, that this is not the case since Treasure Island only wants Fleet Reserve transfers seven days ahead of time.

If these same men were being discharged, they would leave the ship 37 days early. What makes the difference?

Is this up to individual commands? I am told that the Marine Corps has a complete hospital type physical examination routine. How come the Navy doesn't, since we use the same Bureau of Medicine and Surgery?—P. B. H., ENC, USN.

• As far as transfers to the Fleet Reserve are concerned, the time element is not just a matter of what Treasure Island wants. Article C-10201(8) of

"BuPers Manual" provides that men being transferred to the Fleet Reserve be given enough time to travel to the place of separation plus an additional seven days to allow for separation proceedings and unforeseen delays.

BuMed Inst. 6120.6 provides, in part, that any Navyman or Marine who, upon being examined for separation from active duty, presents evidence of a condition which may have serious import, shall be transferred to a naval hospital so his condition can be studied and reported upon by an appropriate medical board.

The medical aspects of processing a separation for a Navyman or a Marine are the same. There is, however, a difference in the administrative procedures used in transferring a Navyman to the Fleet Reserve and a Marine to the Fleet Marine Corps Reserve.

A complete Report of Medical Examination (SF 88) must accompany a Marine's request for transfer to the Fleet Marine Corps Reserve and this requires sufficient time for hospitalization and/or special tests if necessary, before the selected date of transfer. BuPers does not impose this requirement.—Ed.

Retaking Training Courses

SIR: I am uncertain how to interpret certain parts of BuPers Inst. P1430.7D, as it refers to training courses required for advancement in rating. Part II, paragraph one, of this Instruction states, in part: "There is no requirement for a candidate to retake a Navy Training Course when a revised course is issued."

But just below that, paragraph three states: "Navy Training Courses covering military requirements for petty officers of all grades have been revised and reissued in two volumes. Completion of current editions of these train-

ing courses is now a requirement for advancement to all petty officer grades."

I have completed the *Military Requirements for PO1 & Chief* (NavPers 91207A). The current course to satisfy this requirement is NavPers 91207C.

Is it or is it not necessary for me to complete the revised course?—P. E. J., PN2, USN.

• We must agree with you—the two statements appear to be conflicting and confusing. Paragraph one, however, answers your question. There is no requirement for a candidate to retake a Navy training course when a revision is issued.

You might keep this in mind, though: Examinations are based on the latest information available and candidates preparing for an examination should be encouraged to review the latest edition of training courses. BuPers Inst. P1430.7D is being revised and will incorporate this information.—Ed.

A Long, Long Voyage Home

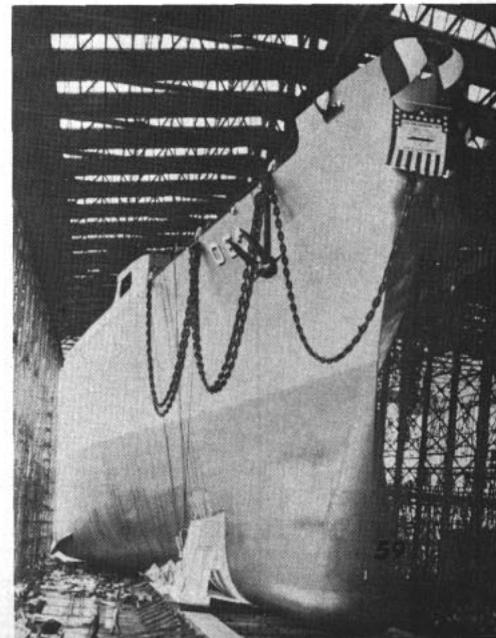
SIR: As I read one of the letters in your January issue (the one titled "Two Off-Beat Ships" on page 30), I was reminded of a ship which I helped put in commission during World War II at Leyte Gulf in the Philippine Islands. This ship wasn't so much off-beat, but she did provide me with an unforgettable experience.

During the war she belonged to the War Shipping Administration, and the Navy took her over on a bare-boat charter. On 23 Apr 1945, she was commissioned USS *Unicoi* (IX 216).

Her first and only captain was Lieutenant Commander H. V. Perron, and she had a crew of 140 picked men. They were picked because, had the old Navy skill and experience not been aboard, I doubt *Unicoi* would have made it back to the States.

On 23 May 1945, the ship left Leyte

SECOND fast combat support ship USS *Camden* (AOE 2) sits on ways at shipyard prior to launching.





MASS. MOVEMENT—Battleship Massachusetts passes Fall River, Mass., bridge on way to becoming state memorial. Ship earned 11 battle stars in WWII.

Gulf and headed for Los Negros in the Admiralty Islands, but she was unable to keep up with the nine-knot convoy. She had to return to Leyte Gulf where the crew worked night and day on her steering and master gyro compass.

When we did make it to Los Negros, we spent a week in a floating drydock to make *Unicoi* seaworthy enough to get home. Upon completion, the ship was capable of doing 10 knots, but we were still plagued with breakdowns.

If you could read the watch log, you would see entries about breakdowns almost as often as you would see changes in course and speed. It seems we drifted toward the States more than the engines pushed us. The crew on the mid-watch had a saying that went something like this: "She's broken down and drifting, drifting as before. This rusty hulk of iron will never sail no more."

When we left Los Negros, we headed for the States via such ports as Hollandia, Morotai, Treasury Island, Green Island, Munda and Manus Island.

Yes sir, that cruise was quite an experience. *Unicoi* was the only ship in which I slept topside with a life jacket on every night.

After she arrived in San Francisco in April 1946, I stayed with her until I was discharged from the Navy that August. She was sold for scrap in October 1947.—R. S. Harrell, Jr., EM1, USN.

• *Your experiences aboard Unicoi certainly are not something which could easily be forgotten. We are always glad to receive details which make a story come to life, and they can only come from someone who was on the spot.*

You made us pause briefly when you mentioned the bare-boat charter; though it may be a common enough

phrase, it just doesn't find its way into everyday conversation. For those who may not be quite so salty, a bare-boat charter means that, before the Navy receives the ship, she is stripped. Then the Navy refits her.

We did some further checking with our friends in Ships' History Division and came up with some more information about Unicoi.

In May 1945, she left Leyte Gulf for the second time with a submarine chaser (PC) as her escort. She reported many steering and gyro compass casualties during her journey to Los Negros, but she did make it. As you stated, she underwent a major overhaul while there.

From Los Negros, Unicoi sailed to Green Island (in the Admiralties) where she picked up some Seabees and their equipment and transported them to Munda in the New Georgia Islands.

Then she proceeded back to the States, making stops at several islands along the way.

Her commissioned service ended 16

Cuban Medals Upcoming

SIR: I would like to know whether or not a campaign badge has been authorized for service during the Cuban crisis. My station was *uss Altair* (AKS 32) which was a supply ship during that time.—J. L. B.

• *A campaign ribbon and the Armed Forces Expeditionary Medal have been authorized for award to personnel in certain ships and units which participated in the Cuban quarantine.*

A list of ships and units which participated has been signed by the Secretary of Defense and is now at the printers. When the list is made public, it will be carried in All Hands.—ED.

Apr 1946 when she was transferred to the Maritime Reserve Fleet. She remained in reserve until she was sold for scrap in 1947—Ed.

Resurrection for Old BBs?

SIR: I've heard a rumor that battleships will be equipped with helo decks in place of 16-inch guns and then recommissioned. I also understand the old large cruisers *Alaska* and *Guam* are still in the Reserve Fleet. Good scoop?—T.A.F.

• *The Navy has made only one change in the battlewagon fleet (a total of five ships)—the Reserve Fleet parted with that gallant veteran *uss Massachusetts*. The old BB was donated to the state for which she was named.*

The four remaining BBs will remain in the Reserve Fleet. They are USS Iowa (BB61), USS New Jersey (BB 62), USS Missouri (BB 63) and USS Wisconsin (BB 64).

Alaska and Guam have both been stricken from the Navy list and scrapped—Ed.

Not As Long Between Paydays

SIR: As an E-5 with over four years' service, one dependent and non-government housing, my take-home pay is approximately \$353 per month—or at least it was under the old pay system.

Since my command adopted the new system I am paid every two weeks. This equals 26 paydays per year. This still works out to two paydays a month except for two months each year, but with a decrease of \$35. Sure, I'll admit I make out twice a year when three paydays come in a month—but who pays bills semi-annually? That \$35 could really be put to good use by most enlisted men who have a family to raise.

The only disadvantage to the old system as far as I'm concerned is that I usually didn't know whether I would be paid on Friday or Monday when the 1st or the 15th fell on a weekend.

Under the old system bills could be paid on the same day each month instead of paying a bill three days before it is due one month, then three days after on the next month. If installment contracts stated all bills could be paid three days after the first payday of each month everything would be fine.

I'll admit I should probably devise a more closely managed budget. Looks like I'll have to, anyway. But I wonder what the advantages are to this new pay system, and why it was brought about in the first place.—R. T. L., PT2, USN.

• *Sorry you don't like the new system—but biweekly pay was brought about after extensive surveys indicated that most—not all—Navy men preferred to be paid every other week. Those in favor of the new system have all sorts of reasons, but primarily, with biweekly pay, you never have to make one check stretch through three weekends.*

Incidentally, there's no reason to

change your budget just because the Navy changed the pay system. Many men in your situation have calculated how much they need on the first of the month, then made out a dependency allotment for that amount through the Navy Finance Center, Cleveland. The check then comes through regular as clockwork, usually on the first or second of the month.—ED.

Scanner on the Picket Line

SIR: Like T. B. S., RM2, (May issue) I'm not writing this to claim a record or to gripe—but to thank some fellow sailors. We aboard *uss Scanner* (AGR 5) also got underway the day before Thanksgiving in 1956, and returned to port late New Year's Eve. We were on station off Eureka, Calif., for the entire period.

What was unusual was that shortly before Christmas a Reserve destroyer escort brought our Christmas mail of 87 bags (as an ex-TE I had to sort it, and was below decks during most of the highline transfer).

We were considerably cheered to learn that most of that ship's crew were Naval Reservists who had voluntarily interrupted their pre-Christmas family obligations to bring us our mail. I only regret that I cannot recall the name of the ship.—K. D. W., RMC, USN.

• *The ship's deck logs of Scanner show that she departed San Francisco for picket duty on 21 Nov 1956, and arrived on station 23 November. She remained on station until 28 December, when she was relieved by *uss Picket* (AGR 7). She returned to San Francisco on 30 Dec 1956, as you state.*

Grady (DE 445) (now in SFRAN RESGRU, decommissioned) was your benefactor. Based on log entries, the mail was delivered to Scanner on 19 December by the escort.

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 New Mexico* (BB 40)—A reunion will be held at the Edgewater Hotel Inn Marina, Long Beach, Calif., on 2 October. For more details, write to Jim Oswein, 3338 Jefferson St., Riverside, Calif.

• *Great White Fleet*—The 30th annual reunion will be held at the U. S. Grant Hotel, San Diego, Calif., on 16 December. For more information, write to Harry S. Morris, CTM, USN (Ret), 5070 Marlborough Dr., San Diego 16, Calif.

• *Seventh Battalion, USNR* (Jersey City, N. J.)—A reunion is planned for 23 October. Write to Harry Levine, 153-25—88th St., Howard Beach, N. Y. 11414.

• *uss Melvin* (DD 680)—Former crew members interested in holding a reunion may write to Clement Thorpe, 736 Barnett Pl., N.E., Grand Rapids, Mich. 49503.

• *uss Sheridan* (APD 51) — A reunion is being planned for World War II veterans. Write to W. L. Owens, Rt. 2, Box 185, Orangeburg, S. C.

• *DOBS Association*—A reunion is being planned for 11-13 Aug 1966 in Washington, D. C., for crew members of *uss Duncan* (DD 485), *O'Brien* (DD 415), *Bennett* (DD473) and *Shubrick* (DD 639). Write to DOBS Association, 82 Hamilton St., Hartford, Conn. 06106, for details.

The rest of the Fleet extends its appreciation to Scanner's crew.—ED.

Berets for Uniform

SIR: On pages 31 and 32 of the April edition of ALL HANDS there are photographs of U. S. Navy personnel in beret type headgear. Is such an authorized part of the uniform?—N. C. W., CDR, USN.

• *We think we perceive a deeper intention in your query, Commander, since we note your address is presently in Ethiopia, where the climate is perhaps inconsiderate of heads decked in hard hats.*

But to answer your question, no. Berets are not an authorized part of the Navy uniform, as prescribed by Uniform Regs. The photos referred to

are of Navymen attached to the Coastal Surveillance Force in South Vietnam, who work closely with the Republic of Vietnam Junk Division, and to members of VAH-10.

The men of the Coastal Surveillance Force have been presented berets of the type traditionally worn by members of the Junk Division, and as such, the berets are considered special clothing.

The Uniform Board has no cognizance over the use of special clothing. Special items of clothing are usually worn as prescribed (or permitted) by local commanders.

Note, also, that the EN1 in one of the photos on page 32 wears the loose fitting uniform of the Junk Division. There are undoubtedly some very practical reasons for this.—ED.

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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.

Another installment will be printed next month.

Computing Time in Rate

SIR: I would like to clear up a question that has a bearing on my future in the Navy.

In August 1964 I took the AX2 advancement exam. I passed and was rated effective 16 Jan 1965.

The way I figure, I will be eligible to take the AX1 exam in August 1966. But the PN in my squadron says I won't be eligible until February 1967. Who is right?—D. G. F., AX2, USN.

• Your PN is mistaken. Though you were not actually advanced until 16 Jan 1965, the date used to determine your eligibility for subsequent advancement is 16 Nov 1964.

Though personnel are now advanced in six increments as a result of both the February and August examinations each year, time in rate is computed for future advancement requirements from the date of the first advancement increment in each exam period, 16 November and 16 May. Refer to BuPers Inst. P1430.7D.—Ed.

Sea Duty Extension

SIR: Back in your April issue (page 24) you printed a letter from a man who was serving at a shore station overseas. His orders for transfer to CONUS were delayed because there was no billet available for him at that time and the Bureau of Naval Personnel thought he would rather have delayed orders than an immediate 14-month extension to salt-water sea duty.

The Bureau wasn't quite so consider-

ate in my case. I was serving on an overseas tour and didn't expect orders until March. However, the Bureau issued me a 14-month sea extension "TC-025" in January—six months before my rotation.

I was listed on Seavey Segment 1-64 and eligible for shore duty orders in June 1964, but, because I requested and received a 12-month overseas extension, I didn't become eligible for shore duty orders until June 1965.

I am more than a little puzzled as to why the Bureau would be so solicitous of this other guy; holding up his orders as long as possible and somewhat less solicitous of me when it ordered me to sea involuntarily six months before my orders were even due.—C. E. L., YN1, USN.

• The circumstances in your case were not the same as those of our other letter writer. For instance, a review of your career history verified only eight months of sea duty since you enlisted. Three factors, therefore, moti-

vated the decision in your case—fairness to your contemporaries on arduous sea duty, your junior standing on Seavey and the knowledge that your services couldn't be utilized ashore within manning requirements. Because of these factors, you were issued an involuntary sea extension earlier than the normal four-month period.—Ed.

In Service or In Commission?

SIR: In your April issue you asked if anyone knew of any ships, other than the oilers USS *Platte* (AO 24) and *Cimarron* (AO 22), which were over 25 years old. I'm skipper of one—the harbor tug *Nokomis* (YTM 142).

She was commissioned in March 1940, and is still steaming.

I may be a little prejudiced, but I think she's quite a craft. Just this last April we logged 368 hours steaming in and out of Pearl Harbor and Honolulu, and we moved 177 ships.

Nokomis was here when Pearl Harbor was bombed in December 1941. She helped fight the fires aboard several ships including the battleship USS *Arizona* (BB 39).

Does this little vessel count even though she is a tug?—L. C. Duty, BMC, USN (Craftmaster YTM 142).

• Sorry Chief, but we cannot count your tug as a member of the Over-25 Club of commissioned ships. Although *Nokomis* may be in service, she is not in commission. And there is a difference.

As a general rule of thumb, a ship is considered in commission if she is authorized to fly a commission pennant.

Of course, the term "in commission" means a lot more than that. When a ship is commissioned, she becomes a separate command. Her commanding officer has the authority to act and if necessary, respond in military matters—whether it be a minor breach of discipline or returning an enemy's fire.

From that time the first watch is set until she is decommissioned, the ship is designated USS.

On the other hand, the several hundred service craft (of which *Nokomis* is one) are carried on the books as "in service" rather than "in commission." They may have a warrant officer or enlisted man serving as Officer-in-Charge, boat captain or skipper. According to Navy Regulations, they have the same responsibilities as the commanding officer of a commissioned vessel. However, service craft are not a separate command; rather, they are part of a command, usually a shore-type. And—service craft officially cannot be designated as USS.

Nevertheless, from what you say, *Nokomis* is quite a steamer and deserves recognition as such. Therefore, your tug is listed as a charter member of our Over-25 Club for In-Service Vessels. We can't say at the moment just how exclusive this will be.—Ed.

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 55.

1. (b) Executive officer.
2. (c) Water. M5 ointment may be used to decontaminate other areas of the body, but is an eye irritant. Atropine is used to treat nerve gas poisoning.
3. Average marks must be 2.7 or above. Conduct marks must average at least 3.0.
4. (c) Subsurface burst.
5. (c) Barge.

BOOKS

WAR IN THE PACIFIC LEADS THIS MONTH'S READING LIST

OF BOOKS concerning World War II there is, apparently, no end. Yet, every once in a while, one comes along that suddenly clarifies an entire phase. When you have finished, whether or not you were there, you can nod your head and say: "So that's how it was!"

Such is **Challenge for the Pacific**, by Robert Leckie, the Guadalcanal installment in the "Crossroads of World History Series" edited by Orville Prescott. Leckie has made a point of viewing the campaign from both sides of the struggle and from top to bottom. He sees the battle through U. S. and Japanese eyes, from grand strategy to the rifleman crouching behind a most inadequate bush or tree. Interestingly enough, he views the top brass much more sympathetically than most books of this genre, and the two men who emerge as true heroes are General Vandegrift and Admiral Yamamoto. It is evident that Yamamoto has captured Leckie's respect and sympathy. Opposed to the whole Pacific venture, Yamamoto did the best he could even though he was convinced he was marching inexorably to defeat in spite of his temporary successes. Leckie also points out that, interestingly enough, although the top brass on both sides lost their nerve at times, the men who did the actual fighting (again on both sides) were firmly convinced that *their* side would win.

In a sense, *Liberation* is standard history as it is written. **Is Paris Burning?** by Larry Collins and Dominique Lapierre is distinctly offbeat. In August 1944, Hitler had ordered that Paris be held as a fortress, fought for block by block as at Stalingrad and, if it could not be held, that it be razed so the Allies would find nothing but ruins when they entered. The newly appointed German Commandant of Paris, General von Choltitz, was a soldier, and orders were orders. Yet—actually destroy Paris? He couldn't bring himself to the point of fulfilling those orders. His involvement, and that of hundreds of others on both sides is reported in detail by Collins and Lapierre. It all results in a stirring, readable book.

Of course, there isn't much of a Navy angle in *Paris*. Strangely

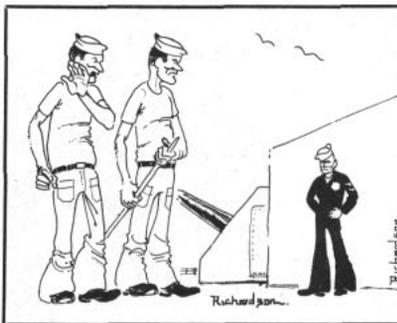
enough, however, there is a great deal of Navy in **The Mountbattens**, by Alden Hatch. The Mountbattens are one of the most important families in Great Britain; not because of their relationship to the Royal Family, but because by brains, energy, glamor and determination, they have made themselves so. Of German origin, father, son and nephew have served their adopted country for almost 100 years. Prince Louis was dismissed in disgrace during World War I because of his German origin; his son redressed that disgrace by becoming First Sea Lord himself during World War II. Because of the family's involvement with the British Navy, the book presents an inside story of British naval history over the past 70 years.

It just depends. Politics can be weirdly exciting or a deadly bore. It can cause you to feel somewhat apologetic for the human race, or strangely proud. It can be as distant as the stars, or devastatingly personal. But it affects us all. It can't be ignored.

All this is an introduction to two books—**American Roulette**, by Donald Young, and **The Making of the President**, by Theodore H. White—which, at first glance, also have little to do with the Navy. But they do. Very much so.

Roulette is, literally, a history of the vice presidency of the United States. It also reinforces our thesis that almost any subject, if properly presented, can be made interesting, readable and exciting. Here, Young examines the vice presidency and, through the careers of the 38 men

All-Navy Cartoon Contest
S. C. Richardson, PH3, USN



"That guy over there thinks just because he's a master-at-arms he's a wheel around here, and by golly he is!"

who have served in this capacity, analyzes its weaknesses by linking the dramatic episodes of the past to the failures of the present. Some of these men were merely mediocre; others were exceedingly able men frustrated by the limitations of an almost powerless position. In view of the present discussion concerning this office, the book is most timely as it dissects the problem of choosing our vice president on the basis of merit rather than political expedience.

Roulette suggests how it should be done. *Making of the President* says how it was done—during the recent presidential election. Certain to be disliked and controversial in certain quarters, *President* purports to give the inside story of how a President is actually elected. Writing with a sure, professional touch, White gives vivid word pictures of the contenders. As the man says: You may have lived through it all yourself, but White saw it closer and tells it better.

If all the books published on the Antarctic were to be laid end to end they would form a pile at least as thick as the ice sheet over the South Pole. Many have been discussed in these pages. However, **A Continent for Science**, by Richard S. Lewis, has something different to offer. After surveying briefly the early attempts of scientists, Lewis settles down to tell the details of the comparatively recent IGY expeditions. Twelve nations cooperated in investigating the geography, geology, weather, flora and fauna, as well as man's ability to survive in such an environment. Excellent photos and maps.

We never thought it could happen but it has. Dudley Pope in **Ramage** has well-nigh achieved the stature of C. S. Forester's Horatio Hornblower—and as any of Forester's fans well know, that's doing a lot. It's all there. The customs, manners, blood and hairbreadth escapes. As a matter of striking coincidence, when Ramage was a midshipman, he served a brief tour with "that fellow Hornblower." We suspect they didn't get along very well. Too similar in quality, if not temperament. Nevertheless, any friend of Mr. Hornblower's is a friend of ours.

The other fiction offering this month is Stephen Longstreet's **War in the Golden Weather**, one of a series on colonial life. The big scene concerns Braddock's march against Fort Duquesne. Good of its kind.

TAFFRAIL TALK

IN THIS ERA of spectacular space exploits and artificial human heart components, scientists have stretched man's imagination beyond the twilight zone and into the void. This scientific pilgrimage has transcended practically all "old world" philosophies and concepts, and made "infinity" an almost obsolescent term. Nothing, we have subconsciously conceded, seems impossible any longer.

Nothing, except for one thing. In spite of the natural uneasiness this overwhelming scientific achievement has produced in the human being, man has steadfastly clung to the last possible redeeming factor which separates him from oblivion. That is, as scientists have long assured us, *man can never be replaced by a machine.*

There is no way to avoid sounding casual. So we state simply, herewith, that even this last wall between man and scientific progress, which up to now has preserved a useful role for humanity, might soon come tumbling down.

We base this statement on a recent Air Force press release, which informs us that the day is not too distant when a machine that learns from its own mistakes will be in service.

This new breed computer is designed to emulate the functions of human nerve cells, utilizing *artrons*—artificial neurons. Vast networks of these artrons wired together in an electronic cluster form a memory unit with problem-solving ability. Here's how artrons are described in the press release:

"They respond to punishment and reward by learning desired behavior and capitalizing on their own mistakes. They make decisions, and actively seek new and better ways of doing a given task. Knock out some of the artron network's tools for doing that task, and it will dream up an altogether new approach for accomplishing the assignment. Researchers say that even with 70 per cent electronic failures, the new apparatus could still devise a solution to a problem."

If and when such a problem-solving machine comes into service, there is no shortage of tasks it could undertake to prove its superiority over humans, who still have a few unsolved problems. We would bow to the machine's omniscience, for instance, if it could stand watches in port and make buses run on schedule.

★ ★ ★

If you took the August advancement exam, and you're fortunate enough to pass and get rated, and if you attribute any of your success to the advancement roundup in the July ALL HANDS, your gratitude for the assist is owed to civilian staffer Bob Neil, who painstakingly assembled all the details for our reader's benefit. Judging by the favorable comments we've received, Bob's job was widely appreciated.

★ ★ ★

U. S. Navey has joined the U. S. Navy.

He is Ulysses Samuel Navey, son of Mr. and Mrs. Clyde B. Navey, of Hamilton, Ohio.

Already an enthusiastic sailor, Navey states, "I like the Navy and plan to make it a career." After recruit training at USNTC Great Lakes, he hopes to enter the Photographic Intelligence-man rating.

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.

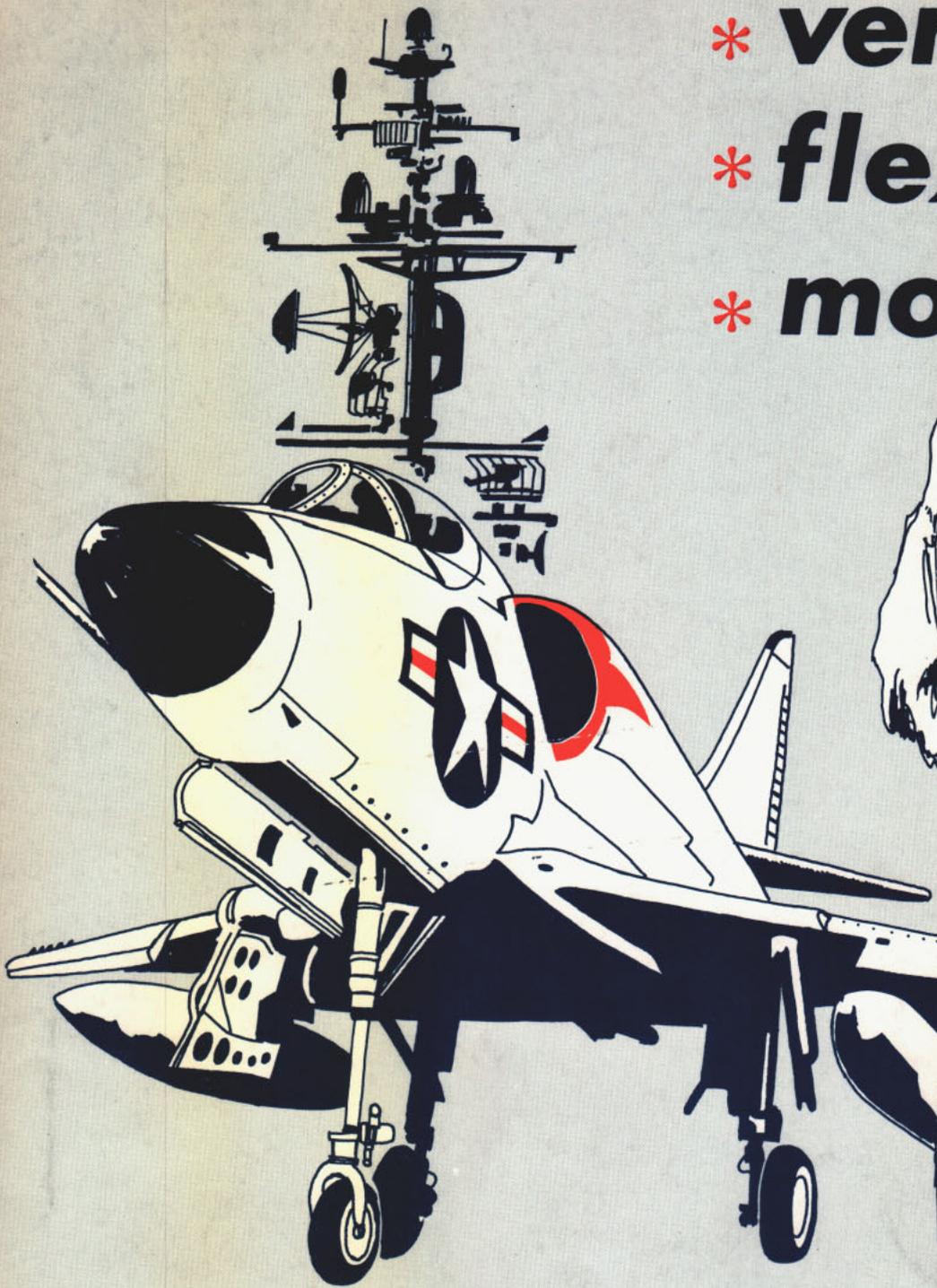
ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● AT RIGHT: COOL WORK—Resupply fuel ship off Hut Point, Antarctica, pipes aviation gasoline to storage ship from Naval Air Facility, McMurdo Sound. In background is volcano Mt. Erebus.



- * **versatile**
- * **flexible**
- * **mobile**



**SEA / AIR
POWER**

Doogan