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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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TABLE OF CONTENTS

Features

Two Centuries of Navy Jobs: The Enlisted Ratings	2
Illustrated Report: Evolution of Your Rating	6
A Sample of Navy Family Housing	26
Get the Skipper a Paint Brush—We won an 'E'	34
Navy's Top Racqueteers and Sharpshooter	38

Special Report

Good News for Bachelor Navymen on Living Quarters	15
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Centerspread

Heroes in the Naval Tradition—in Rhyme	32
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Departments

Decorations and Citations	29
Today's Navy	36
Navy Sports	40
Servicscope: News of Other Services	42
The Word	44
Letters to the Editor	58

Bulletin Board

Travel Reimbursement on Overseas Evacuation	46
Waiver of Pay Advance for Dependent's Emergency Evacuation	46
Armed Forces Expeditionary Ribbon for Cuba	48
Eliminated: 22,000 Reports; Saved 5,250,000 Man Hours	50
New Table of Active Duty Service Pay and Allowances	51
It's Aloha Whether Going or Coming in Hawaii	52
Directives in Brief	56
Commission Opportunities in Medical Service Corps	57

Taffrail Talk	64
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● AT LEFT: SALTY WORK—Atlantic Fleet destroyer USS Gainard (DD 706) crosses the wake of a DD teammate as ships of Destroyer Development Group II participate in exercises in Atlantic waters off Newport, R. I.

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EARLY START—Many of today's Navy ratings had their beginning back in the days of the sail powered ships.

TWO CENTURIES

WHEN THE U.S. ship *Ranger* took on the British *Drake*, yardarm to yardarm off the coast of Ireland in 1778, one of the Navy's most celebrated skippers was in command. But John Paul Jones did not defeat the classier *Drake* singlehandedly. He had a crew of 123.

Which leads to another point: Most people think of ships when they think of the Navy, but more realistically, the Navy is people. Its job is accomplished through the effective use of people.

Today, many men are experts in some area when they enter the Navy. The majority, however, have only a general background, plus an ability to learn. They are trained in schools and on the job, then join ranks in special occupational fields.

Organization is attained when all the various skills needed to operate the Navy are tied together in the Enlisted Rating Structure.

This system has evolved, as most other aspects of the Navy, more by the natural trend of events than by a planned development. Its history is as colorful as a rainbow of signal flags during full-dress ship on the Fourth of July, but few modern Navymen are aware of the jobs performed by their predecessors.

LANDSMAN, for example, means nothing to most sailors today, though it was a fairly recent rating in the Navy. It was disestablished in 1921. By that time the Navy had

long since phased out all of its bag room keepers, jacks-o'-the-dust, lamplighters and captains of the fore-castle, afterguard, foretop, maintop and mizzen-top.

That's not to say, of course, that a landsman didn't belong to the *old* Navy, and with all due respect to our saltier members, we mean the *OLD* Navy—which is about a decade shy of the two-century mark.

But what about loblolly boys, coopers, quarter gunners and yeomen of the gunroom—theirs was the Navy of Stephen Decatur, John Barry, Thomas Truxtun, Edward Preble and William Bainbridge; of 14-gun schooners like *Eagle* and 36-gun ships like *Constellation*.

In those days a British squadron

First Ranger



was liable to stop American ships at sea and impress crew members into the Royal Navy. Or these same men might have earned a share of the prize money from a captured privateer. With probably less than \$15 a month in basic pay, they could well use it.

Actually, the first feeble steps toward a rating structure were taken in 1775 with the publication of *Rules for the Regulation of the Navy of the United Colonies*. This mentions the surgeon's mate, cook, armourer, gun-smith, master-at-arms and sail-maker. It also requires the captain to take care when any officers or volunteer seamen are turned over to his ship, not to rate them on the ship's books in a worse quality or lower degree or station than they served in their previous ship.

THE JOBS of Navymen have changed considerably since those days, when tars manned the sails and captains of the top bawled orders to the men aloft. It was an era when apprenticeships were served by most workers—and those seeking a career at sea were no exception.

Many sailors who joined up in this period might have started out as "boys." They might have entered the Navy at a "rendezvous center"—a public house or inn rented as a temporary recruiting station—or they might just as easily have been recruited by the captain of the ship on which they sailed.



THEY GREW—Over the years the Navy rating structure has evolved hand in hand with new developments in ships.

OF NAVY JOBS

Enlistments were for only one—later two—years at a time, and career opportunities for enlisted men, such as were available to commissioned officers at the time, were in the distant future.

Fresh recruits were brought on board, took a bath and were given a haircut. If after having been afloat for a time they were considered potential officer material, they were designated midshipmen—usually before reaching their 20th birthday. They slept in hammocks and lived mainly on salt pork and beef supplemented by fresh fish caught from the ship by a detail assigned for that purpose.

For their time, boys received \$10.50 a month plus a daily ration. The Navy, in return, guaranteed them the elements of an education and taught them how to be sailors. First they were taught the principal parts of a ship and the names and uses of all sails, spars and rigging; then some lessons in bending, unbending, reefing and furling sails and the handling of yards and spars were in order.

GRADUATING from the elemental to the practical level, the boys learned to be good oarsmen, became familiar with the compass, lead and helm, then learned how to be “moderately skillful and much comprehended under the head of Marlin-spike seamanship,” as contemporary regulations stated.

From six to 12 boys from each crew were selected for signal training. They all learned gunnery and were given small arms drill and broadsword exercises.

If deserving of the privilege, having studied hard and kept themselves out of trouble, they could ask their CO for pocket money and go ashore one afternoon a week in addition to Sunday afternoon, which seems to have been free time for most who behaved themselves.

Navy boys usually grew up to be regular Navymen, earning what we would now call a rating. Regular Navymen in the sailing days formed the corps of supervisors who told inexperienced sailors what to do and

when to do it. These inexperienced men were the landsmen, and they formed a large part of the seagoing service.

Landsmen were erstwhile civilians taken on board without training. They performed jobs that could be done as readily in a ship as ashore. Many of them were tailors, cobblers, barbers and the like, who were also required to learn seamanship.

SOME RATED NAVYMEN in the sailing days were considered officers of a sort. They were the forerunners of our present chief petty officers and warrant officers.

Several categories were referred to as being “civil officers.” These included chaplains and surgeons, who remained in the officer ranks.

Another was the purser, listed as a noncombatant civil officer. He was appointed by warrant. Although his pay was trifling, he usually had the coziest quarters and his negotiations often brought him an income which exceeded that of the captain.

The purser was responsible for supplying the ship with provisions. He was assisted by the purser's steward, usually called “Jack of the bread room,” which later became Jack-o'-the-dust. Coopers (who made buckets and barrels) were also assigned to this duty at times.

The purser kept the small stores on board ship and was authorized to sell slops (clothing), tobacco and other small items sailors needed in

Present Day Ranger



TWO CENTURIES OF NAVY JOBS

those days, such as tin pots, spoons, pepper, mustard, knives, needles and thread. He was limited by law to a 15 per cent profit on all business dealings—which later was upped to 25 per cent. If he couldn't prove to the skipper's satisfaction that he received only legal profit, *no* profit was allowed.

THE EARLY boatswain was appointed by warrant, and was among the more important men on board ship. He was usually a grizzled old salt who wasn't timid about giving orders and it never occurred to him that they wouldn't be obeyed. He was assisted by his mates, and though it is unlikely that he was unrecognizable in other respects, he nevertheless carried a silver bos'n's pipe and rattan cane that identified his position.

His pipe was the sailing ship's PA system. It could be heard 120 feet up in the rigging and in the deepest and darkest hold. His cane was an instrument of persuasion which, it was said, "cured more scurvy than the doctor, made cripples take up their beds and walk, and made the lame skip and run up the shrouds like monkeys."

The boatswain and boatswain's mates examined rigging, anchors, booms and boats and saw that the crew was not wasteful.

IN ADDITION to supervising the deck crew, the boatswain was responsible for administering severe punishment such as lashings with the cat-o'-nine-tails. This job was later given to the boatswain's mates, and subsequently abolished in the Navy as cruel and unusual punishment.

A boatswain had, in addition to his mates: a yeoman; a petty officer who

accounted for the department's equipment; a rope maker (usually an experienced and able-bodied seaman); and a cockswain who was in charge of the cock (cog) boat, which was the largest boat on board ship.

Another of the boatswain's men was the sailmaker, who was prominent in his own right. He had charge of the large sail loft, and was responsible for the hundreds of yards of canvas which caught the power for his ship.

The sailmaker found and repaired defects in the sails, tallied and stored them, and kept a watchful eye to insure that they didn't become waterlogged or that vermin didn't eat holes in them. He was responsible for all other canvas on the ship as well, including hatch covers, screens, chutes, hammocks and clothing bags.

The ship's carpenter, also appointed by warrant, supervised a group of shipwrights (shipworkers) who were kept on board to repair the frame structure. Also working for the carpenter were other craftsmen who tended to the general upkeep of the vessel and repaired it during and after battle. When seams split, for example, they were caulked with pitch by the caulker.

The carpenter went aloft every day to inspect the masts and yards. If they were sprung or otherwise defective, a repair party would turn to. He examined lower deck ports for proper alignment, and made sure the ship's pumps, boats, ladders and gratings were in good repair.

AN INTERESTING CASE in the origin of a rating is hospital corpsman. Early day surgeons were assisted by the surgeon's mate. He was a medical man and, like the surgeon, was

considered a noncombatant civil officer. He was a combination yeoman, corpsman and leading chief.

The surgeon's mate kept a journal of diseases and treatment, weighed and accounted for every article of medicine, dressed wounds and ulcers and performed bloodlettings. He also supervised the orderlies and loblolly boys.

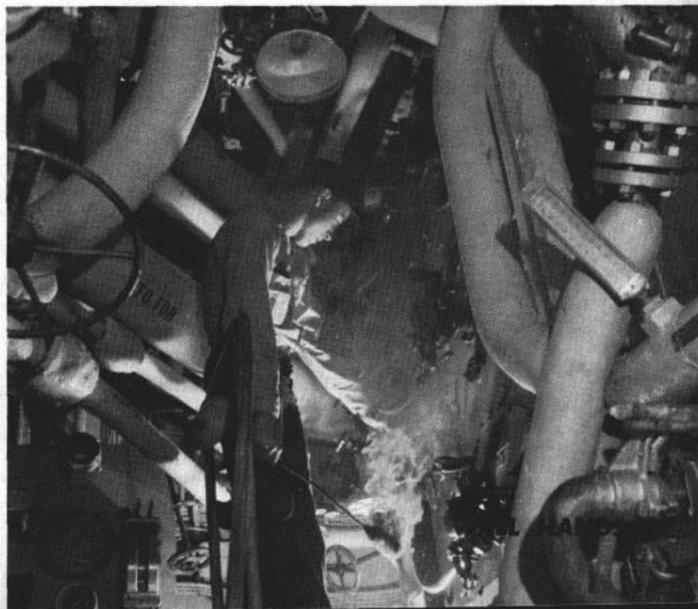
Loblolly boy first appears in Navy records on the 1798 muster roll of *uss Constellation*. Loblolly was a thick gruel, thus explaining how the boy who served it to patients derived this unusual appellation. The term was also nautical slang for medicine.

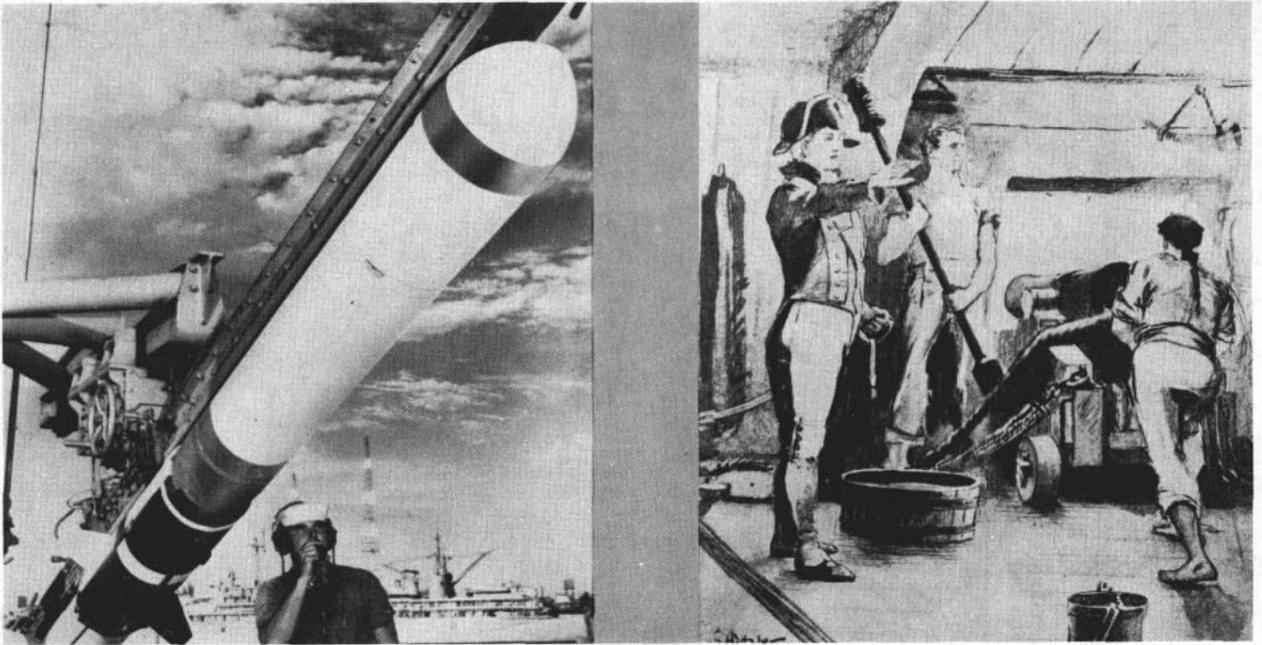
As the requirements of his job expanded, the corpsman's predecessor took on increased importance in the Navy. In 1838 the surgeon's steward rating was established, in turn becoming apothecary (1866). *Navy Regs* of 1870 refers to the rating as bayman (probably from sick-bay-man), and in 1898 it became hospital steward. In 1917 hospital steward became pharmacist's mate which, in 1948, became the present-day hospital corpsman.

NOT ALL ratings have similar histories because most of today's specialties resulted from later technical developments in the Navy. Besides, there were other considerations affecting the development of a formal rating structure.

War with the Barbary pirates taught the Navy that little success was to be found in recruiting seamen only for the duration of one cruise. The recurring need to send each ship home at the end of a year to discharge the crew caused these Mediterranean operations to drag on through four summers. But this was

QUITE A DIFFERENCE is shown between coal passers in early days of steam and today's fireman lighting off boiler.





COMMON GROUND—The old time gunner and today's missile men protected their ships and destroyed the enemy.

a reflection on the Navy's policy to accomplish the job at hand rather than provide career opportunities for enlisted men.

Following settlement of the Barbary pirate menace the period of the gunboat Navy emerged, during which consideration was given principally to defending our shores and harbors.

Continuing harassment of our merchant fleet by the British, however, resulted in the War of 1812. With more victories at sea than on land in this campaign, the U. S. Navy was brought into public favor, and the country assumed a growing awareness that a navy was always necessary for its protection.

This might be considered a turning point that contributed greatly toward development of a more permanent enlisted rating structure. By 1870 there were some 30 ratings in existence, including several still in use today. Subsequently, in 1885, the first system of "job families" of the type we know today had been devised for enlisted members.

Also, the Navy had transformed itself from sail to steam, from wooden ships to ironclads. Some jobs required more training. New ratings were established as new skills were needed, then were superseded or augmented by even more advanced skills.

But the transition was not always smooth, nor were the new jobs neces-

sarily easier than rigging shrouds to the mainmast. With the advent of steam, for instance, the Navy employed a generally undisciplined lot as coal passers. Partly because of their nature, and partly because the strain of feeding fires day and night can cloud a man's better judgment, these men accounted for 35 per cent of desertions from the Navy.

THIS SORT of annoying problem was not passing Navy planners' eyes unnoticed. Regulations were constantly rewritten in an attempt to achieve stability and uniformity within the service. To illustrate this point, the following passage is quoted from U. S. Navy Regulation Circular, No. 7, dated 7 Jan 1874. It is entitled "Relative to examination of Acting Gunners for entrance, and subsequently for a warrant, as Gunner":

Paragraph 863, Regulations for the Navy, 1870, is hereby altered and amended to read as follows:

A candidate for the appointment of acting gunner must be a seaman of sober and correct habits, must be not less than 21 nor more than 35 years of age, and must, previous to the professional examination, pass the required physical examination.

He must understand the manner of fitting magazines, shell-rooms, shell-houses, and lightrooms; the manner of stowing and preserving powder, projectiles, fireworks and all ordnance stores afloat and ashore;

the manner of handling and securing guns.

He must be able to put up all kinds of ammunition, to take impressions of vent and bore, to star-gauge guns, to adjust, verify and use sights, and to fit all gun-gear.

He must thoroughly understand and be able to explain all fuses in use in the Navy.

He must be fully conversant with all orders and regulations in regard to the care and handling of ordnance material and stores afloat and ashore, and with the charges of powder for guns and projectiles of every caliber.

He must be able to read and write with facility; must understand the first four rules of arithmetic and proportion; must be able to keep the gunner's accounts correctly, and must have made a cruise in a seagoing vessel of war.

Hereafter, no person shall be appointed an acting gunner until he shall have satisfactorily passed an examination on the subjects here mentioned, and no acting gunner shall receive a warrant as gunner until after making a cruise of not less than one year, as acting gunner, in a seagoing vessel of war, and after a course of laboratory instruction at the Washington Navy Yard, he shall have passed a thorough examination before a duly authorized Board of Line Officers, and no acting gunner shall be so examined unless he shall

(Continued on page 14)

EVOLUTION OF NAVY RATINGS

AB
AVIATION BOATSWAIN'S MATE
EST. 1944

AC
AIR CONTROLMAN
EST. 1948

AD
AVIATION MACHINIST'S MATE
CPO-PO2 EST. 1921
PO3 EST. 1926

AE
AVIATION ELECTRICIAN'S MATE
EST. 1942

RELATED RATING
AIRSHIP RIGGER 1943-1948

SPECIALISTS (Y)
CONTROL TOWER OPERATORS
(1942-43)-(1948)

AVIATION RIGGER
(1921)-(1926)

SPECIALISTS (X)(ITS)
AIR STATION OPERATIONS
DESK (TIME SHACK)
(1942-43)-(1948)

SPECIALISTS (V)
TRANSPORT AIRMEN
(1942-43)-(1948)

SPECIALISTS (X)(QM)
OPERATIONS—PLOTING
AND CHART WORK
(1942-43)-(1948)

RELATED RATING
AIRCRAFT CARBURETOR
MECHANIC
1955-1960

SPECIALISTS (V)
TRANSPORT AIRMEN
(1942-43)-(1948)

AQ
AVIATION FIRE CONTROL
TECHNICIAN
EST. 1954

AT
AVIATION ELECTRONICS
TECHNICIAN
EST. 1948

AX
AVIATION ANTISUBMARINE
WARFARE TECHNICIAN
EST. 1962

AZ
AVIATION MAINTENANCE
ADMINISTRATIONMAN
EST. 1964

AVIATION FIRE CONTROLMAN
(1945)-(1948)

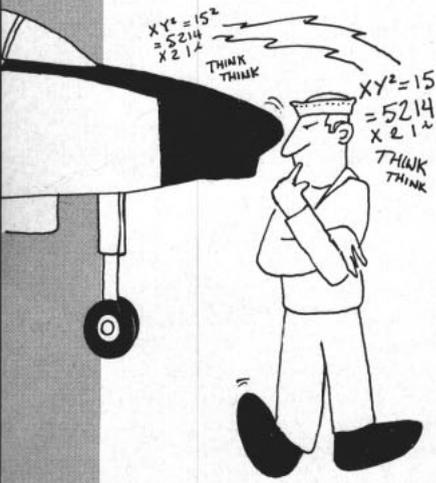
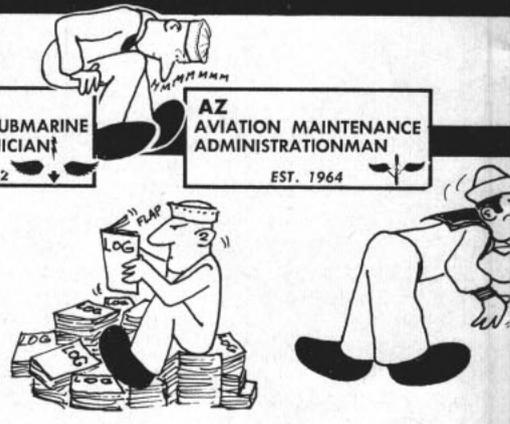
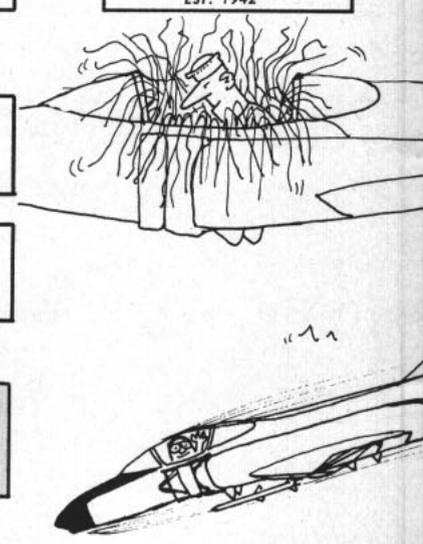
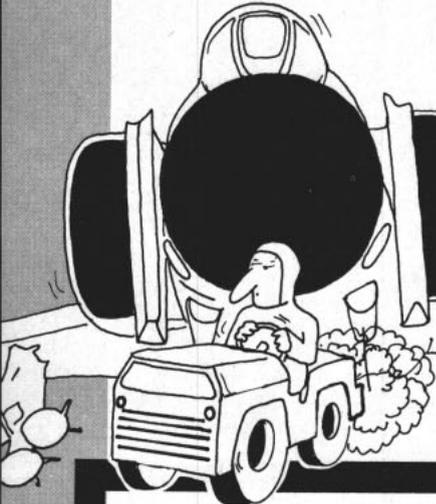
AVIATION ELECTRONICS
TECHNICIAN'S MATE
(1945)-(1948)

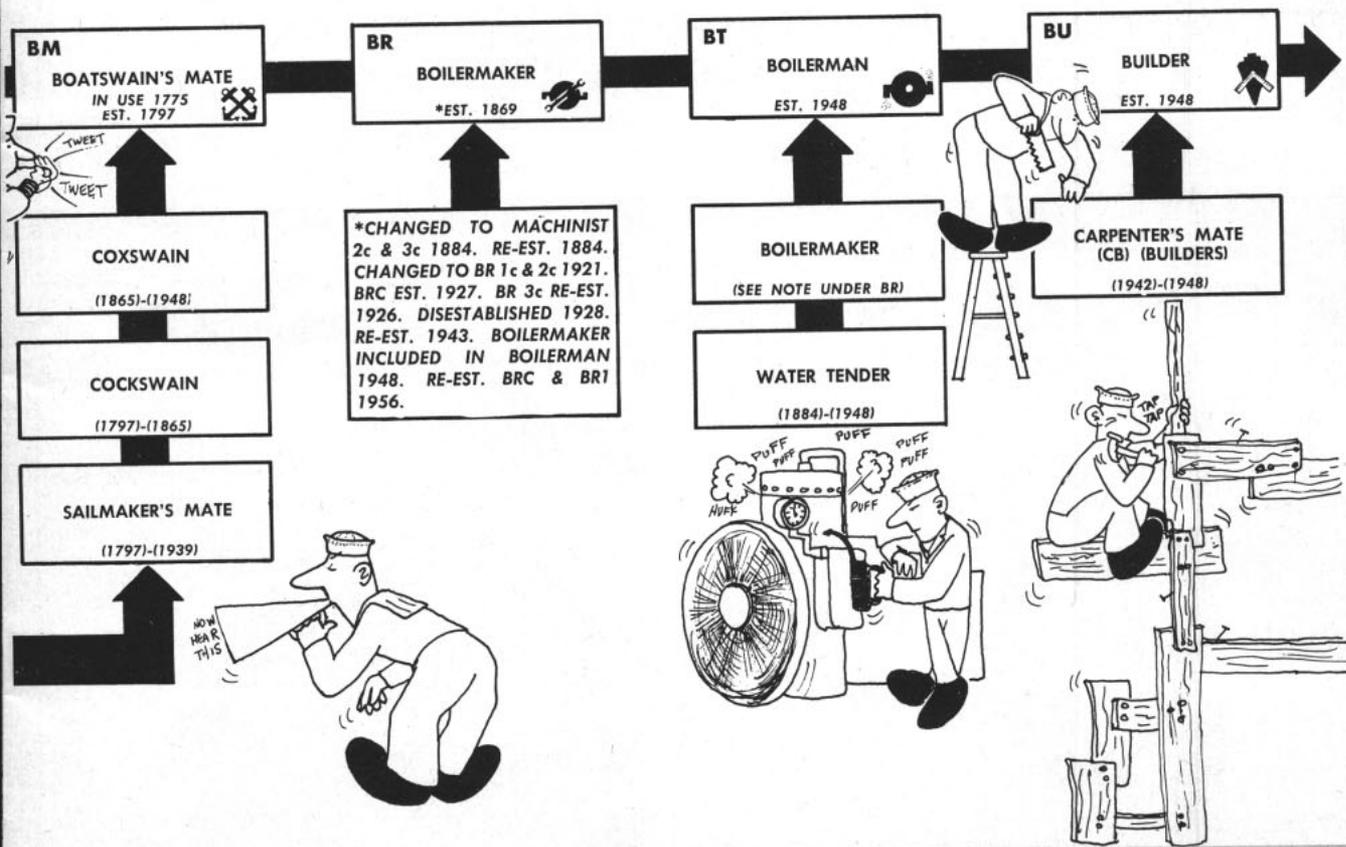
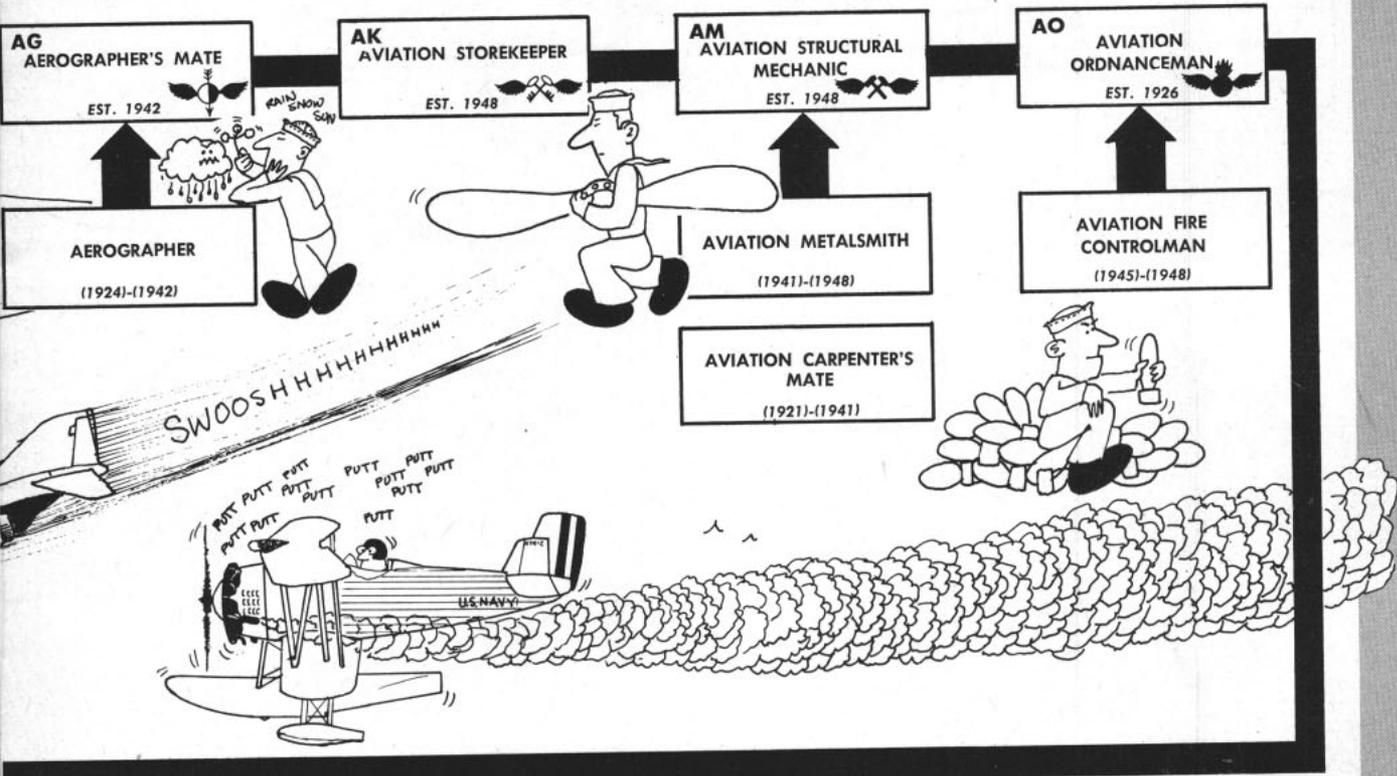
AVIATION ELECTRONICSMAN
(1948)-(1955)

AVIATION RADIOMAN
(1942)-(1948)

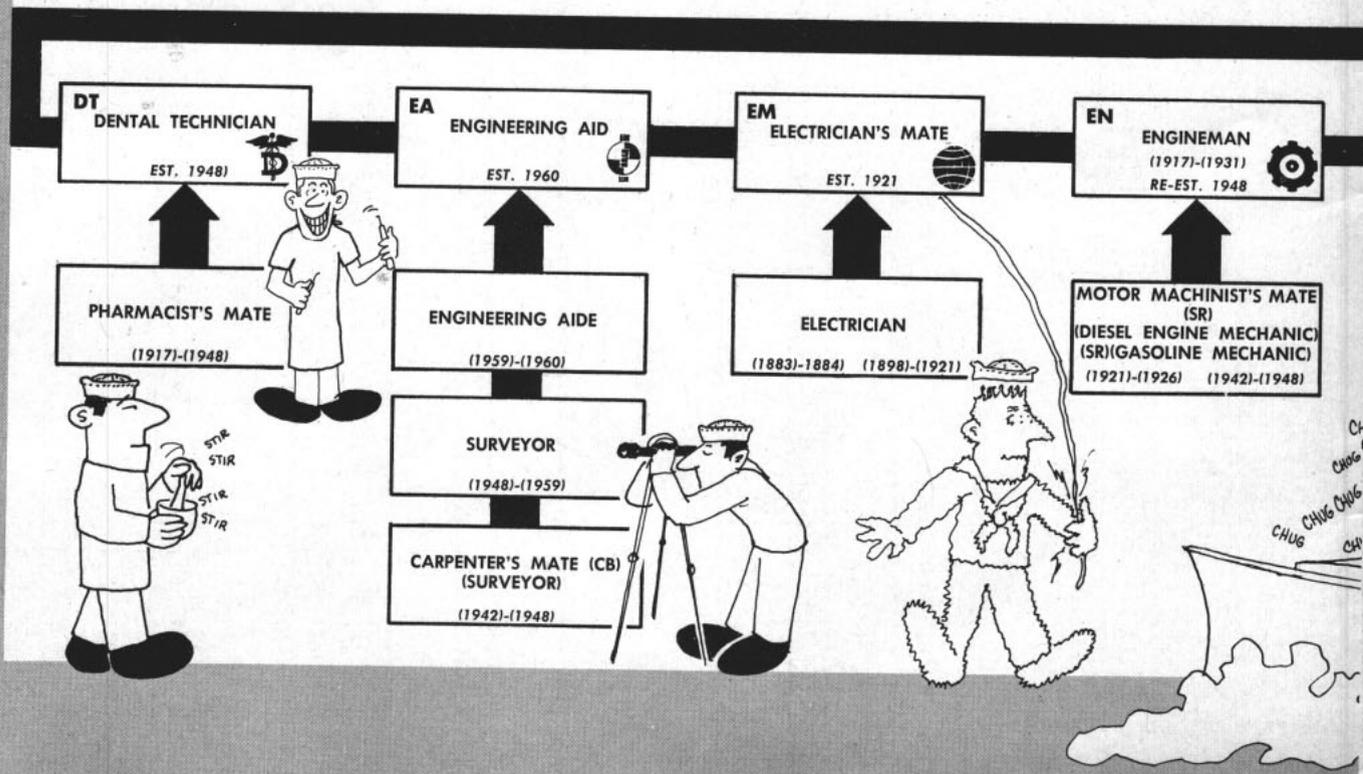
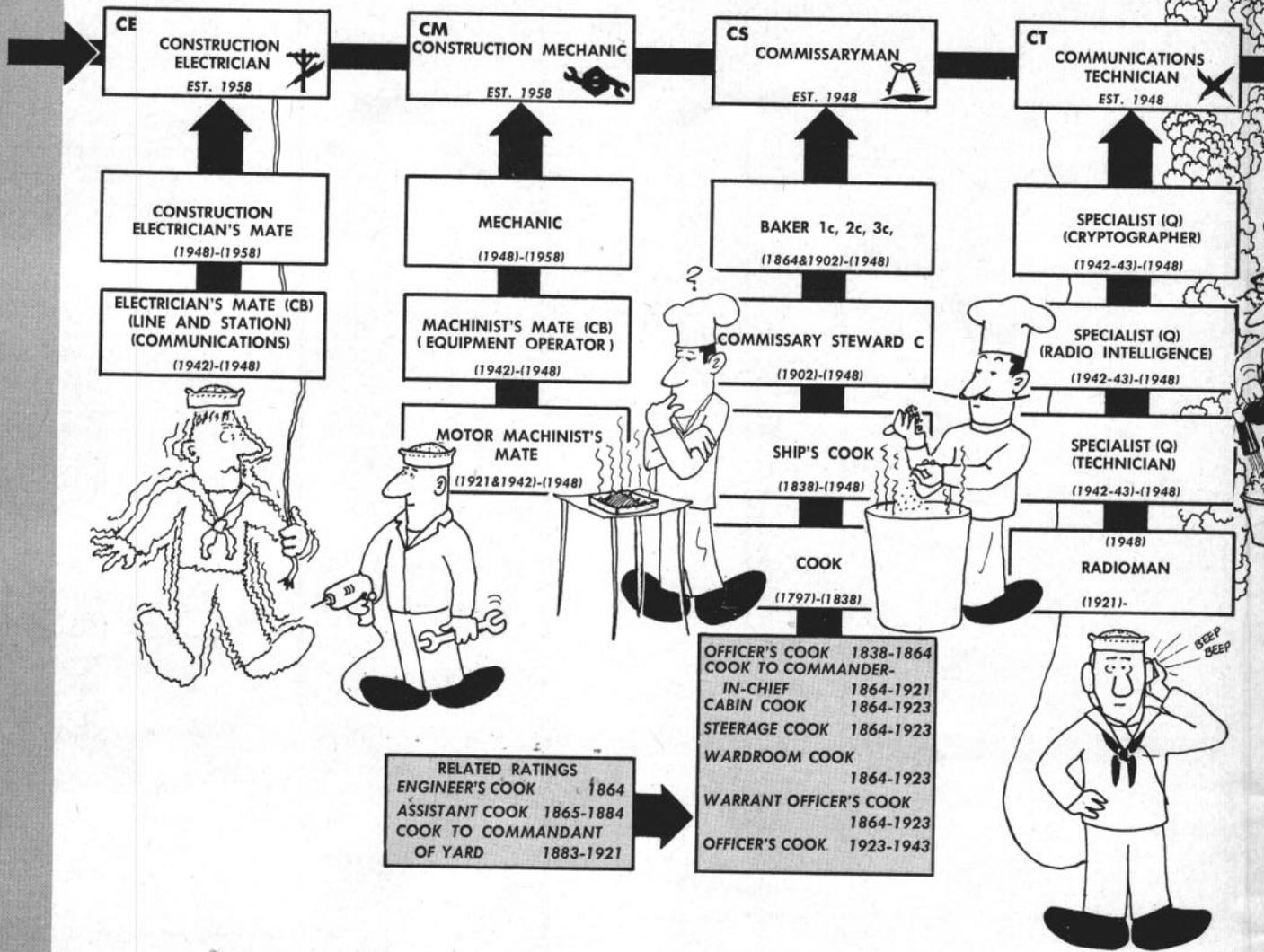
AVIATION RADIO
TECHNICIAN
(1942)-(1945)

RELATED RATINGS		
MASTER-AT-ARMS	1797-1921	COXSWAIN TO COMMANDANT OF YARD
ABLE SEAMAN	1798-1864	1884-1893
CAPTAIN OF THE MIZZENTOP	1835-1893	COXSWAIN TO COMMANDER-IN-CHIEF
1ST AND 2ND CAPTAINS OF THE FORETOP	1835-1838	1884-1921
CAPTAIN OF THE FORECASTLE	1838-1893	CAPTAIN OF THE FORETOP
CAPTAIN OF THE HOLD	1838-1893	1884-1893
CAPTAIN OF THE TOPS	1838-1865	CAPTAIN OF THE MAINTOP
CAPTAIN OF THE AFTERGUARD	1846-1893	1885-1893
BOATSWAIN'S MATE IN CHARGE	1864-1869	1ST AND 2ND CAPTAINS OF THE MAINTOP
		1885-1893
		SAILMAKER
		1893-1900
		CHIEF WINCH
		In use in WW I





... EVOLUTION OF NAVY RATINGS



DC
DAMAGE CONTROLMAN
EST. 1948

DK
DISBURSING CLERK
EST. 1948

DM
ILLUSTRATOR
DRAFTSMAN
EST. 1959

DS
DATA SYSTEMS
TECHNICIAN
EST. 1961

CHEMICAL WARFAREMAN
(1948)-(1954)

STOREKEEPER (D)
(DISBURSING CLERK)
(1916)-(1948)

DRAFTSMAN
(1948)-(1959)



SPECIALIST (F)
(FIREFIGHTER)
(1942-43)-(1948)

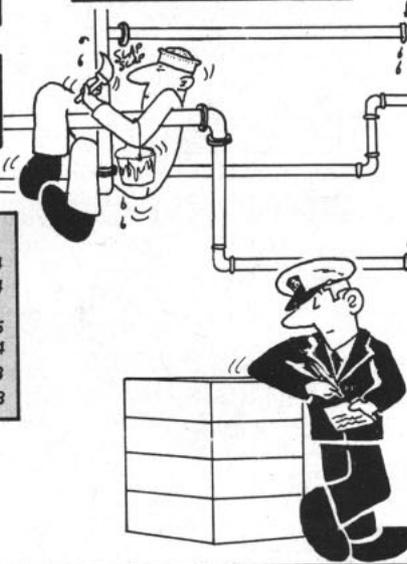
RELATED RATINGS
PAYMASTER'S STEWARD 1861-1867
ASSISTANT PAYMASTER'S STEWARD 1862-1864
PAYMASTER'S WRITER 1867-1870

CARPENTER'S MATE
(CB) (DRAFTSMAN)
(1942)-(1948)

PAINTER
(1846)-(1948)

CARPENTER'S MATE
(SR)(JOINERS)
(SR)(BUILDERS)
(1797)-(1948)

RELATED RATINGS
ARMORER 1775-1894
ARMORER'S MATE 1835-1884
CARPENTER & CAULKER 1864-1885
SHIP'S CARPENTER 1865-1884
CAULKER 1885-1893
CARPENTER 1885-1893



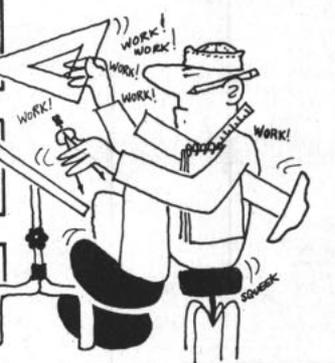
ELECTRICIAN'S MATE
(CB) (DRAFTSMAN)
(1942)-(1948)

SHIPFITTER (CB)
(MECHANICAL DRAFTSMAN)
(1942)-(1948)

SPECIALIST (X)
(TOPOGRAPHIC DRAFTSMAN)
(1942-43)-(1948)

SPECIALIST (X)
(CARTOGRAPHER)
(1942-43)-(1948)

SPECIALIST (P)
(PHOTOGRAMMETRY)
(1942-43)-(1948)



SPECIALIST (X)
(ENGINEERING DRAFTSMAN)
(1942-43)-(1948)

EO
EQUIPMENT OPERATOR
EST. 1958

ET
ELECTRONICS TECHNICIAN
EST. 1948

FT
FIRE CONTROL TECHNICIAN
EST. 1948

GM
GUNNER'S MATE
EST. 1797

DRIVER
(1948)-(1958)

ELECTRONICS TECHNICIAN'S MATE
(1945)-(1948)

FIRE CONTROLMAN
(1941)-(1957)

RELATED RATINGS
QUARTER GUNNER 1797-1893
GUNNER'S MATE-IN-CHARGE 1864-1870
SEAMAN GUNNER 1869-1921

MACHINIST'S MATE (CB)
(EQUIPMENT OPERATOR)
(1942)-(1948)

RADIO TECHNICIAN
(1942)-(1945)

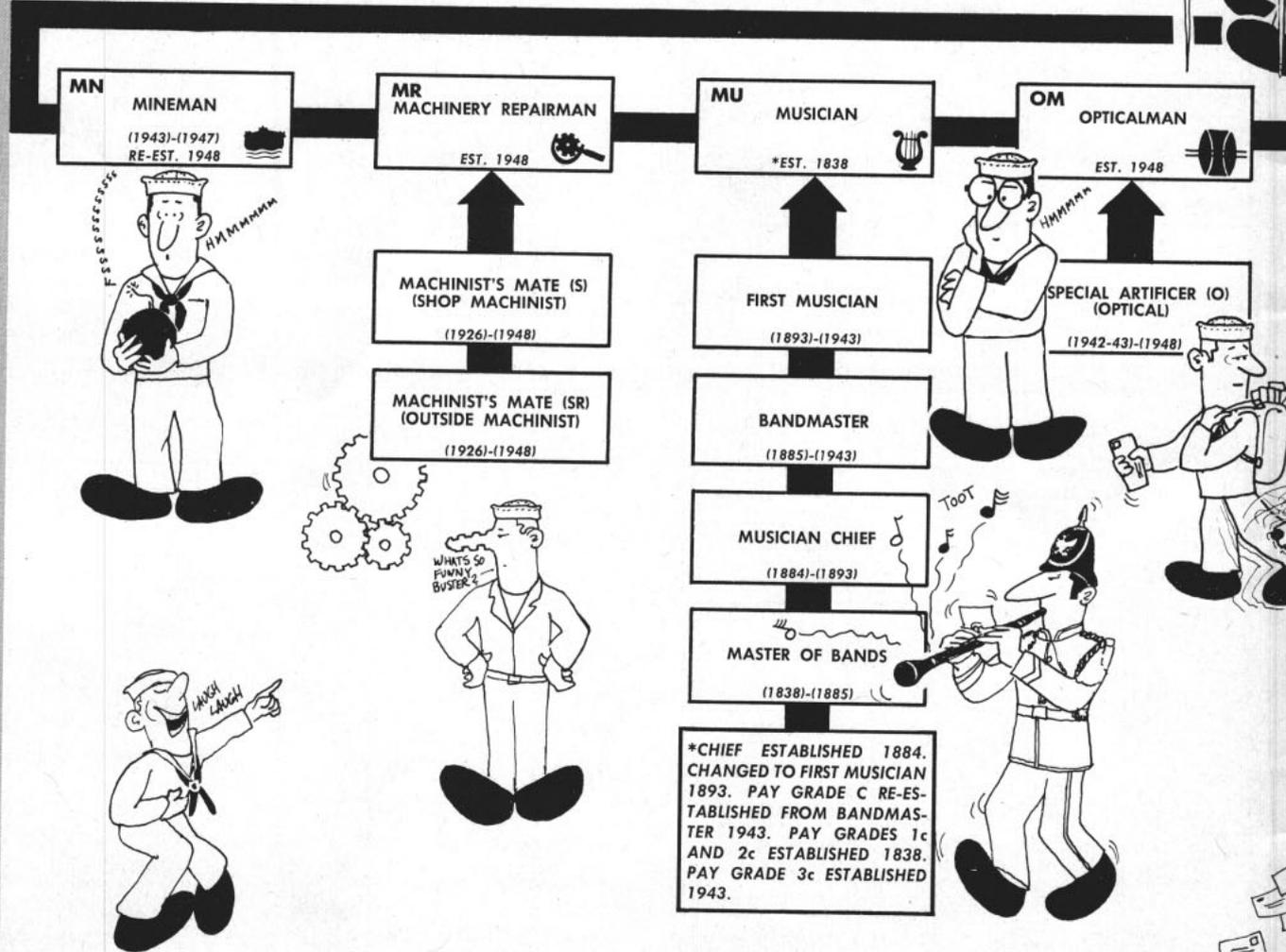
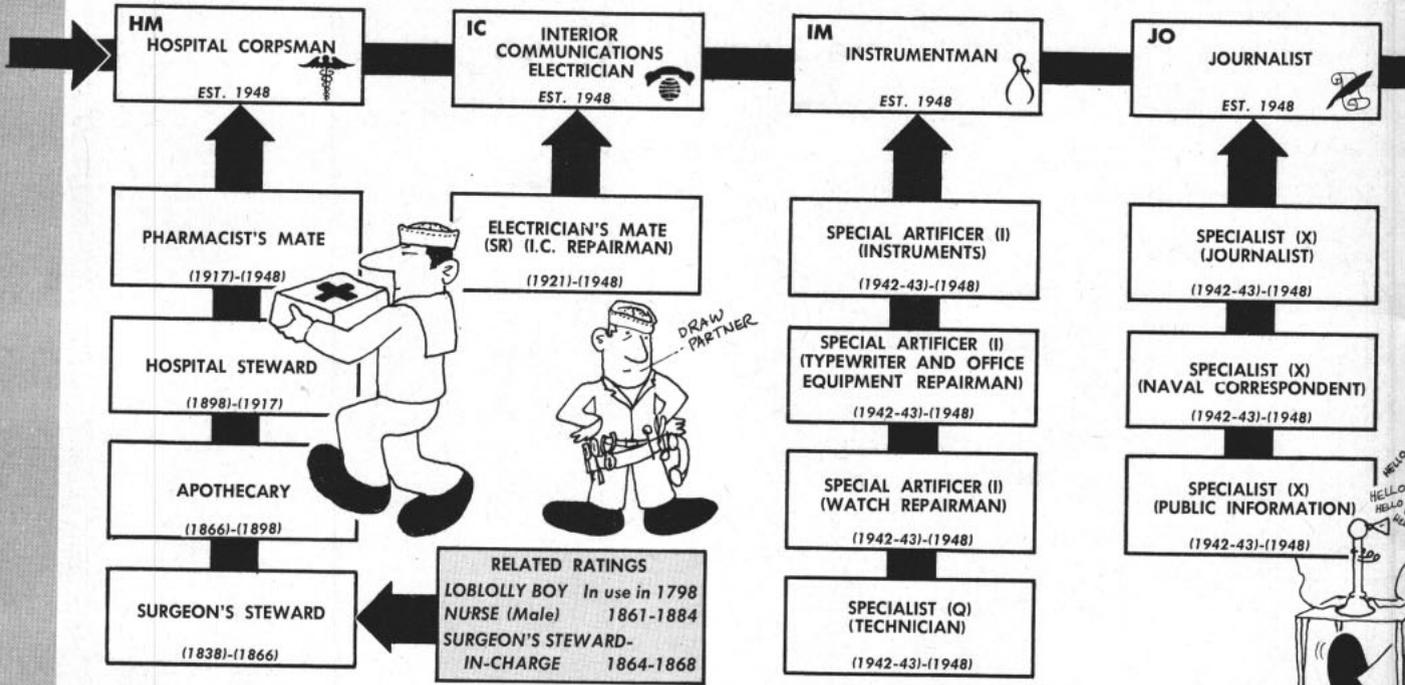
MISSILE TECHNICIAN
(1961)-

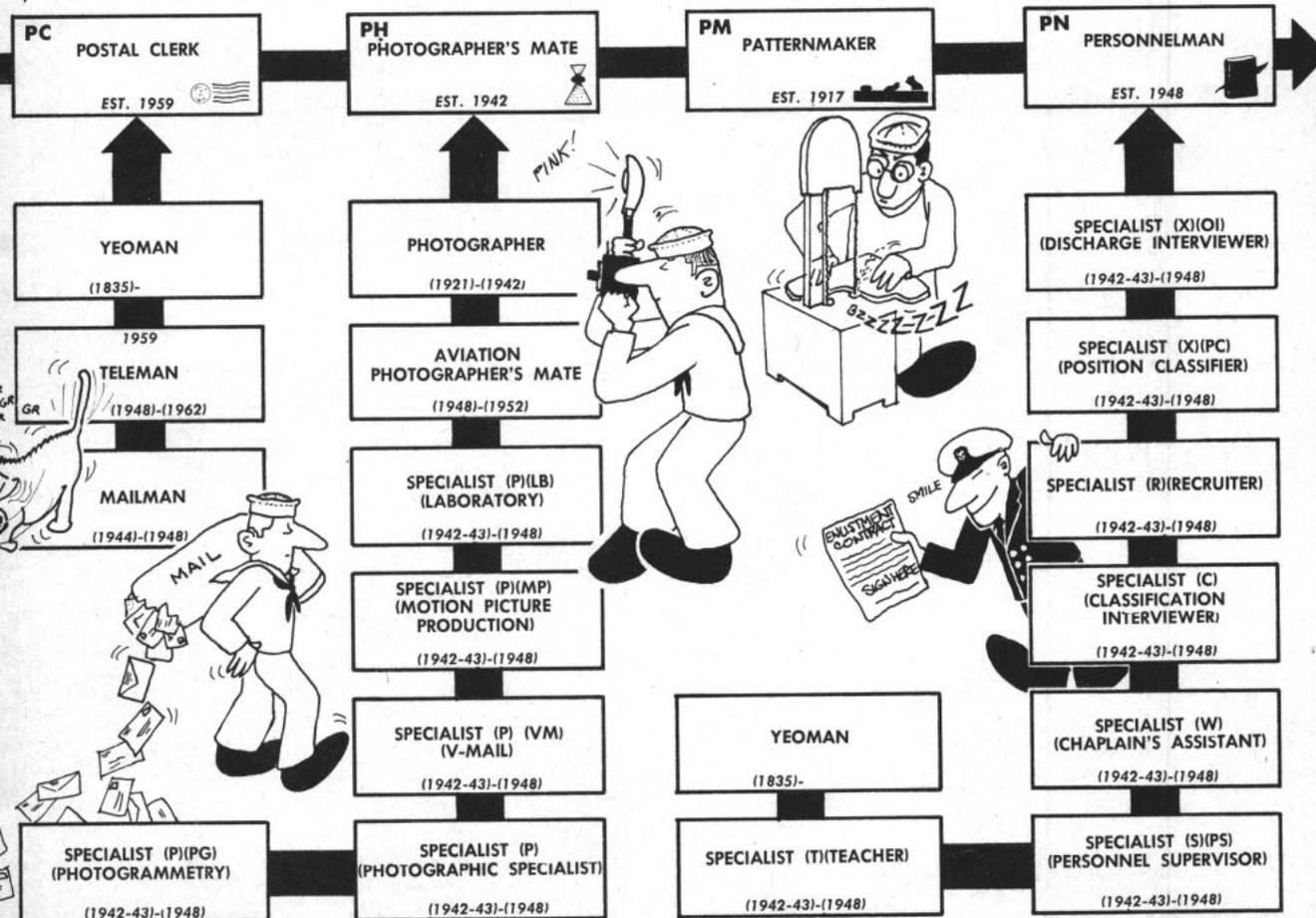
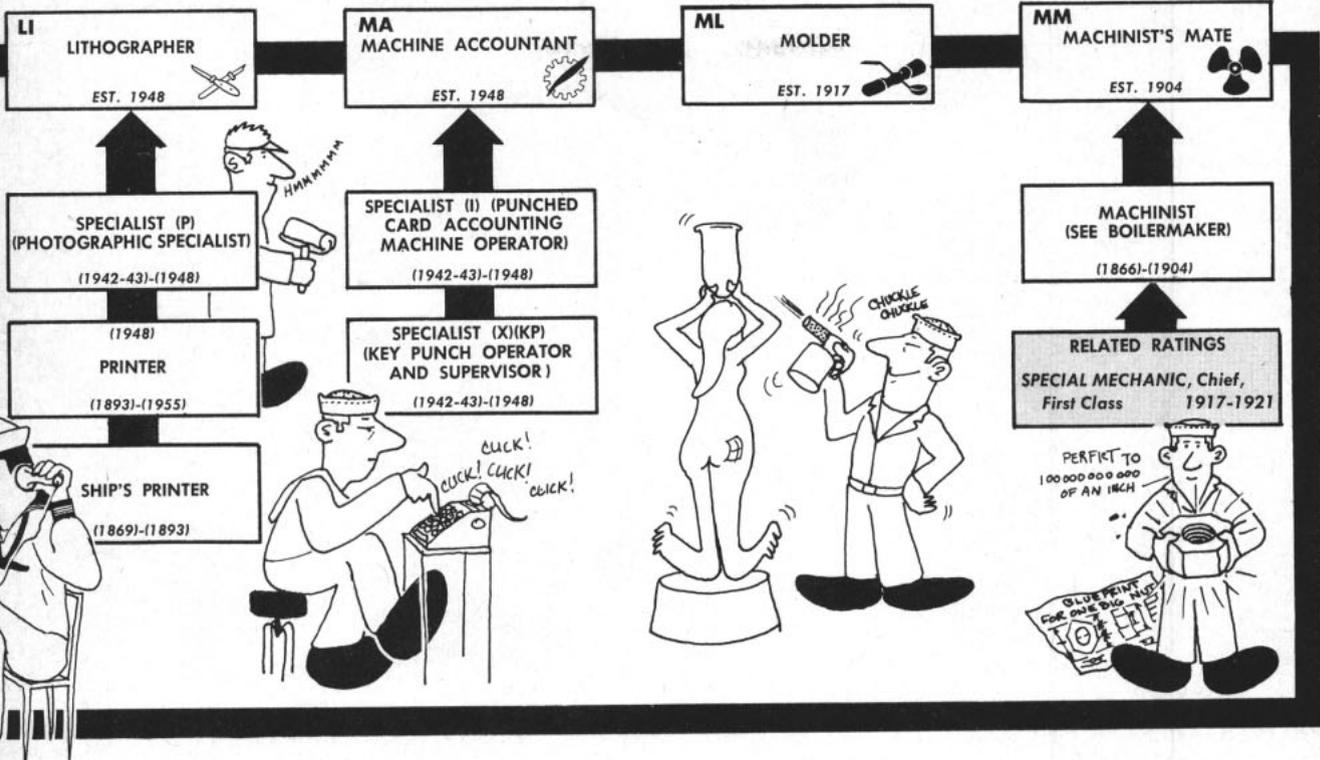
RELATED RATINGS
AVIATION GUIDED MISSILEMAN 1953-1959

GUIDED MISSILEMAN
(1953)-(1961)

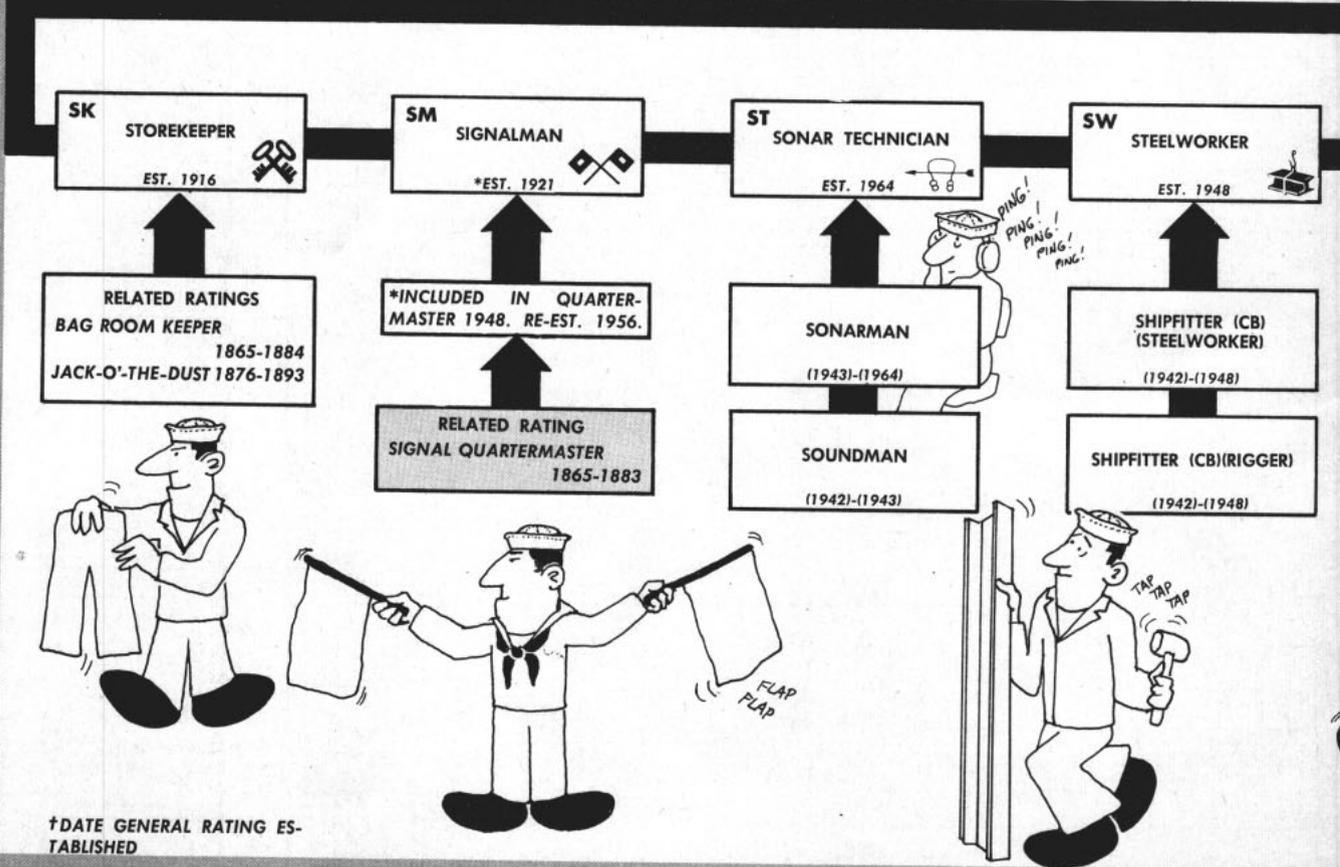
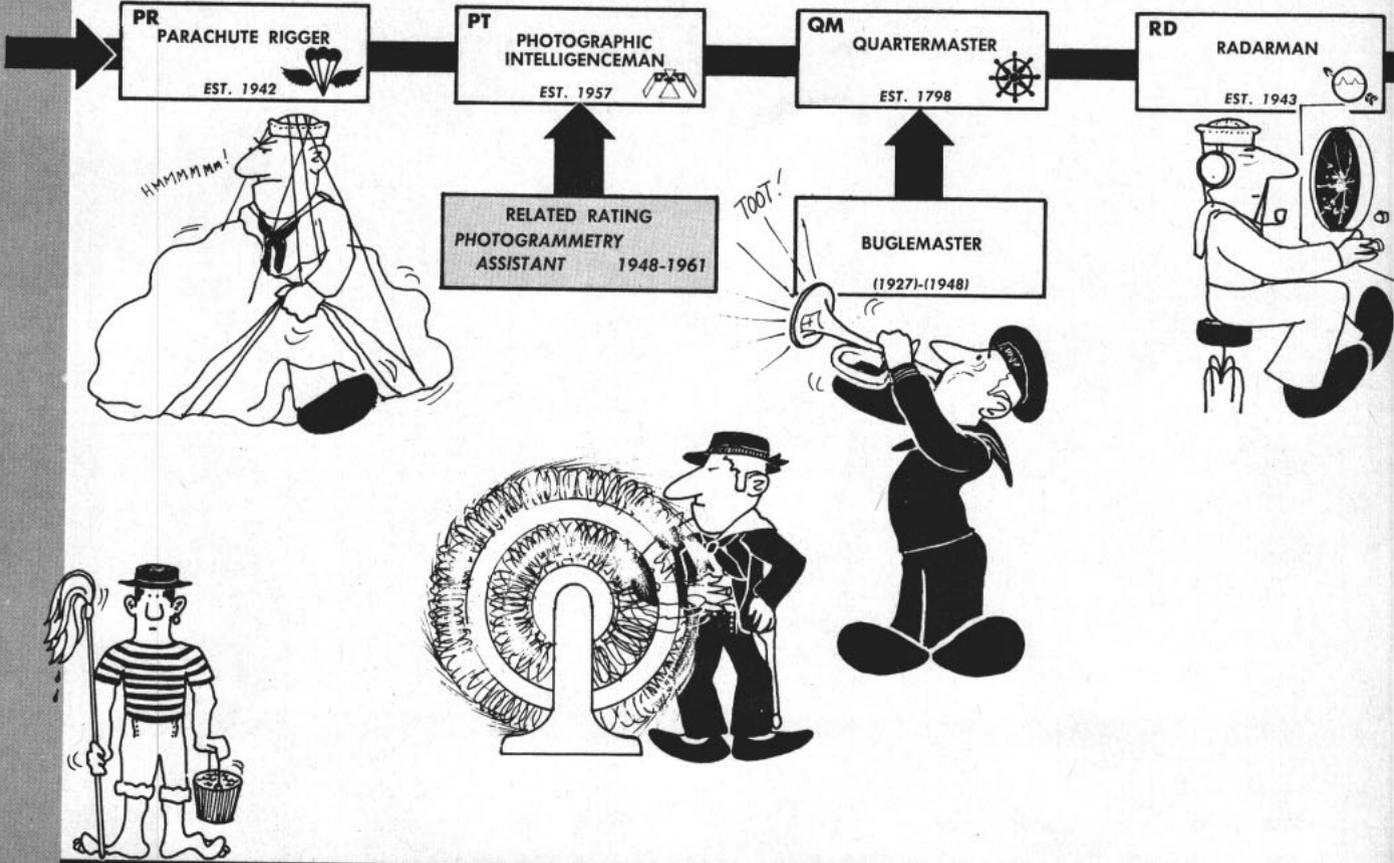


... EVOLUTION OF NAVY RATINGS





... EVOLUTION OF NAVY RATINGS



†DATE GENERAL RATING ESTABLISHED

RM
RADIOMAN
EST. 1921

SD
STEWARD
EST. 1797

SF
SHIPFITTER
*EST. 1902

SH
SHIP'S SERVICEMAN
EST. 1943

TELEMAN
(1948)-(1962)

OFFICER'S STEWARD
(1923)-(1943)

*PAY GRADES 1c and 2c EST. 1902. PAY GRADES C AND 3c EST. 1921. CHANGED TO METALSMITH AND PIPEFITTER 1948. RE-EST. FROM METALSMITH AND PIPEFITTER 1958.

RELATED RATINGS
TAILOR 1865-1893
SHIP'S TAILOR 1869-1885
BARBER 1885-1893



CABIN STEWARD
(1864)-(1923)

STEERAGE STEWARD
(1864)-(1923)

WARDROOM STEWARD
(1864)-(1923)

WARRANT OFFICER'S STEWARD
(1864)-(1923)

RELATED RATING
PLUMBER & FITTER 1893-1921



RELATED RATINGS
SHIP'S STEWARD 1838-1864
STEWARD TO COMMANDER-IN-CHIEF 1864-1921
STEWARD TO COMMANDANT OF NAVY YARD 1884-1921

TD
TRADEVMAN
EST. 1948

TM
TORPEDOMAN'S MATE
EST. 1942

UT
UTILITIESMAN
EST. 1948

YN
YEOMAN
*EST. 1835

SPECIALIST (G)
(AVIATION FREE GUNNERY INSTRUCTOR)
(1942-43)-(1948)

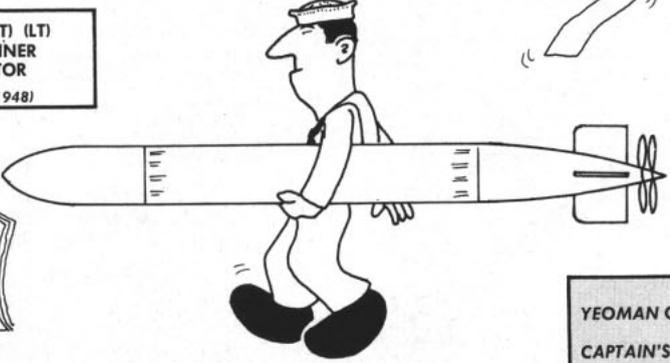
TORPEDOMAN
(1921)-(1942)

WATER TENDER (CB)
(1942)-(1948)

WRITER
(1893)-(1896)

SPECIALIST (T) (LT)
LINK TRAINER INSTRUCTOR
(1942-43)-(1948)

SHIP'S YEOMAN
(1884)-(1893)



*DIS-EST. 1884. RE-EST. (FROM SHIP'S YEOMAN 1893. PAY GRADES C, 1c, 2c, & 3c) EST. 1896.

RELATED RATINGS
YEOMAN OF THE GUNROOM 1797-1813
CAPTAIN'S CLERK 1798-1835
CARPENTER'S YEOMAN In use in 1798
GUNNER'S YEOMAN 1798-1838
BOATSWAIN'S YEOMAN 1799-1864
PAYMASTER'S YEOMAN 1870-1893
ENGINEER'S YEOMAN 1874-1893
EQUIPMENT YEOMAN 1884-1893



Boatswain's Mate of 1836



Quartermaster during Civil War

(Continued from page 5)

present commendatory letters from his commanding officer.

IN U. S. NAVY Regulation Circular, No. 8, dated 28 Feb 1874, commanding officers were notified:

"The rate of engineer's yeoman of the 1st, 2d and 3d classes is hereby established.

"They will be appointed by the senior engineer, but all such appointments must bear the approval of the commander of the vessel and be subject to the conditions of paragraph 892, *Navy Regulations*. They will receive the same pay as the ship's yeoman of the ship to which they are attached, and will rank next after the master-at-arms."

Another circular, dated 28 Sept 1876, states:

"The armorer of a vessel of war, as his title signifies, is a person appointed to keep the ship's arms in a condition for service.

"These duties have fallen into disuse, and he has become the ship's blacksmith.

"Hereafter, on board steam vessels, all blacksmith's work shall be done by the engineer department. The armorer and his mates shall, under the supervision of the gunner, have charge of the armory and keep small arms and machine guns in order."

SKIPPING through other pages of Navy history, we learn such tidbits as: "The rates of machinist and coppersmith in the Navy are abolished, but no machinist or coppersmith shall be discharged from the service in consequence of this order until the expiration of his enlist-

ment, except upon his own application."

Also, another problem the Navy had to face was that of teaching new skills to men who did not speak or understand English. In 1872 Commodore Stephen B. Luce, referred to as the father of our naval training system, wrote Secretary of the Navy G. M. Robeson:

"Our ships go to sea manned by heterogeneous crews representing nearly every country on the face of the globe; men, many of them utterly destitute of any feeling or attachment for or interest in the Navy." The commodore went on to point out that 35 countries were represented in five U. S. Navy ships in the Mediterranean and that less than half of all crewmen were U. S. citizens.

This situation did not improve rapidly. As late as the 1890s, one story goes, there was a U. S. gunboat in Chinese waters that had but one American crewman out of 135. The truth of the story will not be verified here, but it has been said that a visiting U. S. officer passed the word, "If there is anyone in the gangway who can speak English, lay aft."

THE RATING STRUCTURE has passed through various stages of refinement since it was adopted in its present form. In 1886 a scale of pay grades extending from third class seaman to first class petty officer was adopted. Enlisted men were grouped into three general classes according to the type of work done: seaman, special and artificer.

The next major alterations to the system—disregarding gradual chang-

es—were posted in the early 1920s, when many of our present aviation ratings were adopted.

By the beginning of World War II the rating structure was becoming inadequate to the problem of distributing the best qualified men to critical billets. A major adjustment was needed to meet technological advances.

As an interim measure, existing ratings were subdivided to identify special skills. Radioman, for example, was split into radioman and radio technician. Later some radio technicians were transferred to the new sonarman rating, and this rating was later split to include a sonarman harbor defense specialty.

To supplement this process of subdividing old ratings into new ones, the specialist ratings were established. The specialist (X) rating eventually became the catchall for jobs which could not be fitted elsewhere into the rating structure.

By V-J day, the 30-odd prewar ratings had given way to nearly 200 wartime categories.

THEN, in September 1945, the Navy launched studies directed toward finding a more orderly, scientific classification system which would serve both peacetime and wartime needs. The resulting rate, rating and warrant structure, implemented by the new *Manual of Qualifications for Advancement in Rating*, went into effect 2 Apr 1948. It was the product of intensive research by the Bureau of Naval Personnel, of numerous conferences with representatives of the various Navy bureaus and offices, and of recommendations submitted by Fleet and training commands.

Obviously, it would take a text of considerable size to document the complete history of every rating in the Navy. Alternatively, the accompanying charts have been prepared to illustrate the evolution of all ratings presently in existence.

Just as some enlisted men today can pride themselves on the fact that their specialty is as old as the Navy itself, others can be equally satisfied to know their skills are as new as the age in which we live.

But it is the combination of these skills, old and new, that keeps the Navy afloat. For without them ships couldn't sail, airplanes couldn't fly and equipment couldn't function. Such is the contribution of each and every Navyman.

—Bill Howard, JO1, USN.

Good News for BACHELOR NAVYMEN

OPNAVINST 11012.2 is here. Remember that number:
It is going to improve bachelor living.

The Navy firmly believes its men and women deserve living quarters which at least equal civilian standards and is now prepared to do something about it.

OpNavInst 11012.2 sets minimum standards for Navy enlisted quarters and BOQs. In doing so, it emphasizes such essentials as privacy, spaciousness, comfort and aesthetic qualities.

As the authors of the directive state: "No longer can the Navy continue to house personnel in substandard facilities which are deteriorated, overcrowded, poorly equipped and lacking in even the basic elements of privacy. If we are to encourage the individual to elect or continue a career in the Navy, facilities must be provided which are equal to or better than those of the civilian economy. Although this will not compensate for some of the privations of sea duty, when assigned ashore our personnel deserve to be treated as first class citizens and share with the civilian population the current standards of living."

As a result, within the next few months, the Navy will begin a construction program aimed at dramatically improving the living quarters of bachelor Navymen. Third class petty officers and below, for instance usually will rate four-man rooms, while higher rates can expect two man rooms or private quarters. There will, of course, be some exceptions. For example, there will be little change in recruit quarters; on the other hand, students and men who work shifts (regardless of rate) will be given the same quarters as those high on the advancement ladder.

HOW HAS ALL THIS come about and why should it occur now?

For a number of years, the Navy has been fully aware of the importance of comfortable, home-like bachelor living quarters. But until recently, finances simply would not permit. (Any married Navyman will recognize the problems here.)

Since World War II, most of the Navy's construction money has been urgently needed to support projects which arose from technological advances. The Navy had only so much money, and operational needs had to come first. (Here again, the married man will recognize certain similarities. You've got to meet your bread-and-butter needs first—groceries, rent, utilities. Then you start budgeting for the better things.)

Today, the situation has changed somewhat. As long ago as 1963, CNO decided it would be desirable to

explore the possibilities of placing greater emphasis on personnel support facilities, which is the Navy's term for barracks, BOQs, mess halls and recreation centers.

A preliminary survey of existing conditions was made and the Navy then estimated it needed at least 500 million dollars to bring its facilities up to par. A later, more thorough, survey indicated the figure should be doubled.

The price did not seem unreasonable. Many of the Navy's barracks and mess halls had been constructed during World War II on an emergency basis. Later construction, because of the money shortage, was slanted toward quantity rather than quality.

Last February, BuPers and BuDocks collaborated in developing new standards which are included in the new OpNavInst 11012.2. In the meantime, the problem was approached from the financial angle and about 67 million dollars of the budget for the fiscal year 1966 military construction program were devoted to the construction and rehabilitation of bachelor living quarters.

THE NAVY'S PLANS for enlisted quarters and BOQs were neatly summed up by Rear Admiral Peter Corradi, the Chief of BuDocks, in a statement to the House Armed Services Committee. "If it can be economically rehabilitated, we propose to rehabilitate it; if it can't be rehabilitated, we propose to replace it."

The fact is, that almost all the Navy's existing barracks are inadequate under the new standards and will have to undergo extensive rehabilitation or be replaced.

Each project, whether new construction or rehabilitation, will meet the requirements set forth in OpNavInst 11012.2. These standards are the maximum allowed by the Department of Defense.

OpNavInst 11012.2 insures each enlisted quarters for the bachelor Navyman will have at least:

- **Rooms instead of open dormitories.** Non-rated men and third class petty officers can expect to share four-man rooms. In most cases, second and first class petty officers (and lower rated men who do shift work or must study more than the average man) will share two-man rooms while E-7s and above will have private quarters.

- **Adequate day rooms.** A day room (separate from TV room) will be furnished with pictures, floor coverings and have acoustical ceilings. Specifications call for the space to be of "livable and attractive residential character." This means that day rooms, as well as other rooms in the new quarters, will be distinctly un-

GI in appearance. They will be color coordinated, and attention will be given to pleasing combinations of textures in furnishings and building materials.

- **TV rooms.** New enlisted quarters will have at least one and probably several TV rooms separate from the day room—depending on the size of the building. These rooms will feature control of lights and reasonable acoustical isolation from other activities.

- **Laundry rooms.** The laundry rooms will have washers and dryers. The dryers will be vented outside of the building.

- **Concession rooms.** The concession rooms will be conveniently located and designed especially for their function. They will be constructed in such a manner as to allow servicing without disturbing the occupants of the quarters.

- **Adequate furniture.** Each occupant will have at least a combination storage and wardrobe locker, a single bunk bed and the usual linen. The Navy will also provide one desk, chair and desk lamp for each two men. Chiefs will have an easy chair and both CPOs and Waves will have a chest of drawers, a mirror and bedspreads.

A good before-and-after example of what OpNavInst 11012.2 will mean to Navymen can be found at the Naval Air Station, Brunswick, Maine. The Brunswick barracks, scheduled for rehabilitation, will be among the first to be effected by the new standards.

At present, the Brunswick barracks are rather drab, reinforced concrete structures three stories high. The interior is austere: Rows of double deck bunks separated into open-ended cubes by partitions which rise only part way to the ceiling. The change will be dramatic.

There will be no more cubicles, no more bunk beds, at Brunswick. Instead there will be two-man rooms divided by a central passageway. Privacy will be insured by a door to each room.

Each space will have one desk and one built-in elevated bunk with built-in storage space below it. The second bunk will be the standard Navy single bunk. Over the desk there will be bookshelves. The bunks will have an aircraft-type reading light.

There will be chairs and wardrobes which will bear little resemblance to the steel lockers associated with Navy barracks. Inasmuch as Brunswick has a cool climate, its quarters will not be air conditioned. They will, however, have central ventilation systems with outlets in each room. Quarters located in more southerly climes will be air conditioned.

REHABILITATION of older enlisted quarters such as those at Brunswick offers a multitude of challenges to

Navy architects and interior designers. Because rehabilitation must take into consideration the existing structure, designs must be adapted to each new set of circumstances. In addition, limited space in existing barracks makes it essential that architects utilize every square inch of floor space.

BuDocks has used considerable ingenuity in its rehabilitation of old quarters and in its new construction plans. Built-in furniture will be constructed to conserve space. The furniture usually will be surfaced with durable laminated plastic which will help the rooms remain in a fresh condition for a progression of Navymen.

As mentioned briefly before, designers are taking aesthetic desirability into consideration in their choices of furniture and color. Wherever possible, closets will be built in instead of using lockers and, in some cases, plastic simulating wood will be used in wardrobes equipped with sliding or folding doors. Such wardrobes will have much more storage capacity than present Navy lockers.

When BuPers and BuDocks set the standards published in OpNavInst 11012.2, they were restricted to the maximum allowable standards set by the Department of Defense, which reflect congressional limitations on the construction of armed forces bachelor quarters.

These maximums include room space for enlisted men of approximately 72 square feet per man. This will vary somewhat from building to building because the limitation is actually placed upon what is officially termed gross footage. Each man is permitted a maximum of 125 gross square feet, and a maximum construction limita-

- NAS, Sanford, Fla.—Construction of a new enlisted quarters.
- NRS, Summit, Canal Zone—Conversion of multi-purpose buildings (enlisted quarters, mess hall and community facility).
- MCB, Camp Pendleton, Calif.—Construction of a new enlisted quarters with mess.
- NCS, Londonderry, N. Ireland—New addition to enlisted quarters.
- NAD, Oahu, Hawaii—Construction of a new enlisted quarters and mess.
- NCS, Stockton, Calif.—Construction of a new enlisted quarters and mess.
- NAS, Alameda, Calif.—Rehabilitation of two existing barracks.
- NAS, Barbers Point, Hawaii—Construction of a new CPO quarters.
- NNMC, Bethesda, Md.—Construction of two new enlisted quarters.
- MCB, Camp Lejeune, N.C.—Construction of six new enlisted quarters.
- NAS, Cecil Field, Fla.—Construction of a new enlisted quarters.
- NH, Charleston, S.C.—Construction of a new enlisted quarters.
- MCAS, Cherry Point, N.C.—Rehabilitation of 18 existing barracks.
- NALF, Ellyson Field, Fla.—Rehabilitation of four existing barracks.
- NCS, Finegayan, Guam—Construction of two new enlisted quarters.
- MCAF, Futenma, Okinawa—Construction of two new enlisted quarters.
- NAS, Glynco, Ga.—Construction of 2 new enlisted quarters.
- NCHS, Great Lakes, Ill.—Construction of one new enlisted quarters.
- NTC, Great Lakes, Ill.—Construction of four new service school enlisted quarters.
- NTC, Great Lakes, Ill.—Construction of three new staff enlisted quarters.
- NTC, Great Lakes, Ill.—Rehabilitation of four existing barracks.
- MCAS, Iwakuni, Japan—Rehabilitation of one existing barracks.
- NAS, Jacksonville, Fla.—Rehabilitation of 36 existing barracks.
- NAS, Key West, Fla.—Rehabilitation of seven existing barracks.
- NS, Long Beach, Calif.—Construction of one new enlisted quarters.
- NSC, Mare Island, Calif.—Rehabilitation of three existing barracks.
- NAS, Memphis, Tenn.—Construction of five new enlisted quarters.
- NAF, Naha, Okinawa—Construction of one new enlisted quarters.
- MCAF, New River, N.C.—Construction of one new enlisted quarters.
- Hdqtrs, CINCLANTFLT, Norfolk, Va.—Construction of one new enlisted quarters.
- NAS, Norfolk, Va.—Rehabilitation of 10 existing barracks.
- NAS, North Island, Calif.—Rehabilitation of 12 existing barracks.
- NAS, Oceana, Va.—Construction of one new enlisted quarters.

tion of 1850 dollars per man is placed on military construction.

Gross footage includes not only the room in which the man sleeps but common areas such as day rooms, corridors and other areas used in common by the occupants of the building.

The Navy, as well as the other services, has started the ball rolling which may result in the ceiling being raised on the maximum allowable space. In the meantime, however, the current maximums must be observed.

Officers are also coming in for a better day. Those who rank O-3 and below will rate a private bedroom but will share a living room with another officer. Higher ranking officers will have a private living room as well as a private bedroom. All officers will have a private bath.

Students and transients who stop at BOQs will find themselves in a private room with bath.

THE RISE IN military living conditions, will, of course, take time. The experts say that more than one billion dollars will be needed, for almost all the Navy's bachelor quarters are below the standards currently recommended. However, the unmarried Navyman will not have to wait long before he sees improvements. The Navy's timetable calls for immediate action.

Upon receipt of the new directive, commanding officers began conducting comprehensive examinations of existing bachelor housing facilities at their commands. This included a hard look at the furniture situation.

After determining how their existing enlisted quarters and BOQs stacked up against the minimum standards, commanding officers will submit to OpNav a report designed to show comparative conditions of the Navy's

bachelor housing facilities.

It stands to reason, of course, that some barracks will not be able to accommodate the prescribed amount of furniture without becoming overcrowded. This is not an insurmountable obstacle. CO's will merely follow their instructions into phase II.

BY 1 NOVEMBER, the CO whose barracks are overcrowded will estimate how much BAQ money is required to allow Navymen who live in crowded quarters to live off-base. He will make his recommendations as to how the overcrowding can be alleviated until new construction can permanently solve the problem. He may choose either to give a certain number of Navymen under his command BAQ allowance or rent commercial facilities (if available) such as motels, hotels or apartments for them—provided, of course, that such action would not adversely affect the mission and operation of the command.

Also, by 1 November, all commands which have inadequate barracks will submit their plan for self-help, explaining how they will temporarily solve the problem until new construction or rehabilitation can be programed.

One month later, on the first of December, COs will inform sponsor bureaus of their military barracks and BOQ construction requirements. OpNav will use this information to determine rehabilitation and construction priority. In keeping with the policy to raise the standard of Navy living as rapidly as possible for as many men as possible, commands most in need of help will receive help first.

In FY 1966, the following construction and rehabilitation projects have been programed and submitted to Congress for authorization and appropriations:

NSB, Pearl Harbor, Hawaii—Construction of one new enlisted quarters.
NS, Pearl Harbor, Hawaii—Construction of one new enlisted quarters.
NCTC, Pensacola, Fla.—Construction of one new enlisted quarters.
NH, Philadelphia, Pa.—Construction of one new enlisted quarters.
NAAS, Ream Field, Calif.—Construction of two new enlisted quarters and rehabilitation of seven existing barracks.
NS, Roosevelt Roads, P.R.—Construction of a new Marine enlisted quarters.
NS, Rota, Spain—Construction of one new enlisted quarters.
FA, Ryukus, Okinawa—Construction of three new enlisted quarters.
NH, St. Albans, N.Y.—Construction of one new enlisted quarters.
FASWS, San Diego, Calif.—Construction of one new enlisted quarters.
NS, San Diego, Calif.—Construction of two new enlisted quarters.
NTC, San Diego, Calif.—Construction of two new recruit barracks.
NTC, San Diego, Calif.—Construction of two new service school enlisted quarters.
MCAF, Santa Ana, Calif.—Construction of a new enlisted quarters.
NSC, Treasure Island, Calif.—Construction of one new enlisted quarters.
NAS, Whidbey Island, Wash.—Construction of a new enlisted quarters.
NAAS, Whiting Field, Fla.—Rehabilitation of six existing barracks.
NAAS, Whiting Field, Fla.—Construction of two new enlisted quarters.
NHCS, Great Lakes, Ill.—Construction of one new Waves' quarters.
NTC, Great Lakes, Ill.—Waves' barracks addition.
NS, Long Beach, Calif.—Construction of a new Waves' quarters.
NS, Newport, R.I.—Construction of a new Waves' quarters.
NH, St. Albans, N.Y.—Construction of a new Waves' quarters.
MCB, Camp Pendleton, Calif.—Construction of two new enlisted women's quarters.
NS, Rota, Spain—Construction of new MATS transient personnel facilities.
NRS, Annapolis, Md.—Construction of one new mess hall.
MCB, Camp Lejeune, N.C.—Construction of one new mess hall.
NS, Charleston, S.C.—Addition of air conditioning to one existing mess hall.
NALF, Ellyson Field, Fla.—Rehabilitation of one existing mess hall.
NTC, Great Lakes, Ill.—Construction of one new mess hall.
NAS, Jacksonville, Fla.—Rehabilitation of one existing mess hall.
NAS, Memphis, Tenn.—Construction of one new mess hall.

NSB, New London, Conn.—Construction of a new mess hall.
NAAS, Ream Field, Calif.—Construction of one new mess hall.
FA, Ryukus, Okinawa—Construction of one new mess hall.
NCS, Wahiawa, Hawaii—Rehabilitation of one existing mess hall.
Hdqtrs, CINCLANFLT, Norfolk, Va.—Rehabilitation of one existing mess hall.
MCB, Camp Pendleton, Calif.—Construction of one new bachelor officers quarters with mess.
Camp S. D. Butler, Okinawa—Construction of one new bachelor officers quarters (Hansen).
NALF, Ellyson Field, Fla.—Rehabilitation of two existing bachelor officers quarters.
NAAS, Kingsville, Texas—Construction of one new Aviation Cadet quarters.
NPS, Monterey, Calif.—Conversion of one existing bachelor officers quarters.
NS, Newport, R.I.—Construction of one new bachelor officers quarters.
NCBC, Pt Hueneme, Calif.—Construction of one new bachelor officers quarters with mess.
NS, Roosevelt Roads, P.R.—Construction of one new bachelor officers quarters.
NS, San Diego, Calif.—Construction of one new bachelor officers quarters.
NAS, Sanford, Fla.—Construction of one new bachelor officers quarters with mess.
NS, Long Beach, Calif.—Addition of one commissioned officers mess (closed).
NS, Newport, R.I.—Construction of one commissioned officers mess.

As you can see, almost all the construction listed above will be on new structures. In addition to construction listed here, rehabilitation or modification of mess halls at 18 locations is also scheduled.

All construction, whether new, conversion or rehabilitation, will meet the standards imposed by OpNavInst. 11012.2.



NEW LOOK—Benmoreel Navy Housing in Norfolk, Va., is being renovated.

A SAMPLE:

FAMILY

COMMUNITY face-lifting, or what has become known as urban redevelopment, often means a neighborhood must first be razed before it can rise again.

This, however, is not the case with a Navy family housing development undergoing rehabilitation at the Norfolk, Va., Naval Base. The development is the Benmoreell family housing project, named for Admiral Ben Moreell, CEC, USN (Ret.), former Chief of BuDocks and Chief of the Navy Civil Engineer Corps.

The rehabilitation of the Benmoreell project aims at providing larger, more comfortable living quarters for Navy families. A total of 1342 cramped housing units are being made over into 611 larger apartments, each with more bedrooms. At the same time eight of the project's 117 buildings have been razed to make room for park and recreation space.

Benmoreell was built in 1942 to ease the World War II population explosion at Norfolk. After a post-war drop-off the base has grown again, to the extent that about 90,000 personnel are stationed or homeported there.

The original Benmoreell project occupied 84 acres and featured one



REMODELED apartments feature more room than old buildings and greater comfort for residents. Kitchens are outfitted with new major appliances.



to three bedroom units. All but 11 of the structures were two stories, each containing six to eight apartments. Built as rental housing, the rehabilitated units will be classified as adequate public quarters when completed in December this year.

The first increment of the huge rehabilitation job was awarded at a cost of \$1,992,983. Sixty-seven buildings were involved. After the sawdust settled and the last wet paint sign was removed, tenants moved into 280 three-bedroom and 67 four-bedroom units.

A contract for the second increment, awarded last December for \$1,557,200 will provide new quarters comprised of 264 units. The total is divided into 24 two-bedroom apartments, 85 with three bedrooms and 155 with four bedrooms.

All of the first increment apartments have been occupied since last fall. The second increment is being renovated in block fashion.

THE NAVY estimates that of the 90,000 based at Norfolk, approx-

HOUSING

imately 35,000 require family housing. The Navy controls 3600 adequate housing units there.

Four hundred forty more housing units have been approved for construction. About 19,500 additional adequate housing units are provided by the civilian community. There still remains, according to Navy estimates, a deficit of 12,000 adequate family housing units. That is, this number is "inadequately housed" in the area. But the Bureau of Yards and Docks is constantly studying means to get the most housing from every available dollar.

The Bureau's 1966 housing program for Norfolk, for example, calls for 450 new quarters for enlisted men and 50 for officers. Tentative plans for ensuing fiscal years envision construction of 500 units per year.

In the meantime, rehabilitation of Benmoreell housing at Norfolk illustrates how the Navy is building better quarters for its personnel with available funds; and how, working with its "host" civilian community, it can provide attractive family housing by improvement of existing buildings.

On the West Coast, construction of new Long Beach-Los Angeles area



NAVY housing project occupants take pride in monthly "best yard" contests.

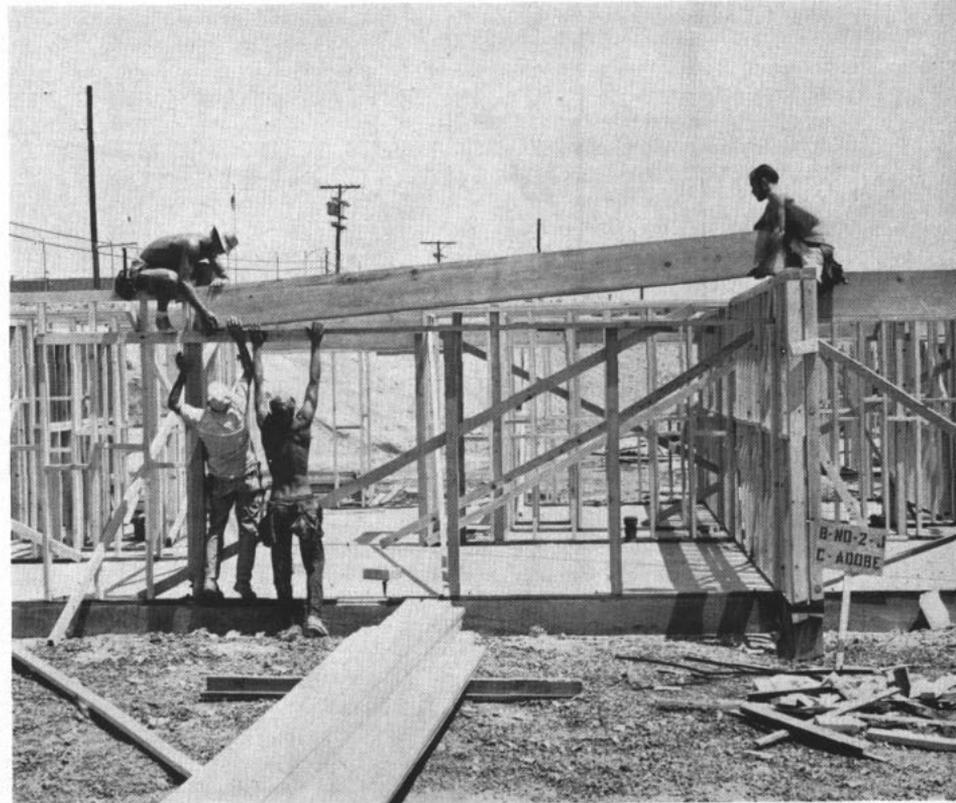
family housing project is half completed, and is expected to be ready for occupancy by early 1966.

Seventy-eight married officer units are located at White's Point, in the San Pedro area, near the Long Beach Naval Base. Also included in the proj-

ect are 224 enlisted units at the Long Beach-Cabrillo housing area.

Two hundred additional EM units at San Pedro and Cabrillo are now ready for occupancy. Completion of another two hundred units is anticipated by February 1966.

FRAMEWORK—Construction workers erect frames of new Long Beach housing.





Suppose You Were CNO for Sixty Minutes

Naval Mission Personnel

Many persons assigned to Naval Missions do not particularly care for the duty in the first place and would be happier, and do a better job, at some U.S. shore activity. I doubt that very many qualified people are clamoring for assignment to one. Many times too, these billets call for CPOs who are about ready for transfer to the Fleet Reserve, therefore offering no particular retention incentive.

Due to the nature of mission duty, it is doubtful that any CPO is going to learn anything new in his specialty, and is more likely to get a little rusty, if anything. It's doubtful if this would necessarily affect his over-all proficiency in his rate when and if he went back to the operating forces. He could become very effective in his training and assistance to a foreign navy, if his past experience could be utilized.

Considering the cost of the necessary instruction by a civilian institution; the time (six months) with pay in attendance at the school; travel of the man, dependents, automobile and household effects; TLA of about \$1000 monthly for two months and then \$300 to \$350 special allowance for the entire tour of duty—this all adds up to \$30,000 to \$40,000. This does not include other expenses of TAD, medical care for dependents, about \$1000 per year for dependent schooling, and many other expenses such as transportation, office, etc. All in all, the cost of these billets is staggering if anyone ever added it all up.

Notwithstanding this terrific cost, and although it is not intended that way, some men assigned to naval missions may do little in the way of assistance to the host navy. Many make little or no effort to learn the language or customs of the host country and cause resentment by enjoying many privileges that are paid for by the host country, but not available to their own military people.

Assuming each individual assigned to that type of duty learned the language of the country and adequately contributed to the training and de-

velopment of the host navy, the cost of maintaining a person in such a billet should be subject to close evaluation.

How could our assignment policies be changed to place people in the mission billets who could do something positive for the host country?

One step in the right direction would be to professionalize our naval missions by assigning a special job-code number to people who have already successfully served in one and are interested in utilizing their experience in another country where the same language is spoken. I don't think anyone should stay in the same country any longer than the normal tour.

The experience gained in one country would be invaluable at another time and place. Maybe a short tour of one year or so with the U.S. operating forces in between would be even more beneficial. Nevertheless, the mission billets should be filled by specialists by whatever system the Chief of Naval Personnel can devise. Let's look at it from a point of expensive training. We wouldn't expect, for example, to provide someone with flight training and then ground him. Nor would we expect to send someone to sub school and then put him on surface craft.



Chief of Naval Operations ADM David L. McDonald, USN, pays a visit to the cruiser USS Saint Paul (CA 73).

The readiness of our allies has been, and is, the basic reason for these assignments—and the establishment of a handful of people in this specialized undertaking seems like a small price to pay.

R. B., RMCS, USN

Better Breaks for Lower Rates

If I were CNO for an hour I'd see through and fight for:

Realistic action in a way to place our young Navymen, our leaders to be, into the schools of their choice and into the fields they qualify for most on ships and shore stations. It is a shame seeing some of these boys, as I have seen so many, working against their will. Examples: good barbers by trade working as cooks, trained electricians on the deck force, a yeoman who can type very well being a shipfitter. It is happening daily, so these boys, at the end of their first hitch, go out.

I would avoid, by all means, having these recruits go mess cooking more than once. It is the case nowadays when they mess cook more than twice and at five-to-seven-months' straight time.

I do not believe that a young Navyman should get married until he is at least a third class petty officer, to avoid his getting into so many financial difficulties that result in hurting the Navy as well as himself. Young sailors should get counseling on this subject.

Try to knock off so many drills and inspections underway. Drills are a must to train these new boys and keep the ships in readiness for war-time. Not enough would be unsafe, but so many drills drive these boys nuts. Discontinue the habit of having these sailors handle ammunition, stores, fuel, etc., underway in their undress blues or whites instead of our prescribed dungarees. That happens all the time, especially if the flagship is around, no matter if we are in the middle of nowhere.

Do something to see that sailors of various ratings like BM, GM and CS stand a better opportunity of getting rated after passing these exams, for we wait and wait and still don't get anywhere, especially from second

class petty officer and up.

Finally, I'd promote Navywide a policy to have our COs and other high ranking officers come around at irregular times and personally talk to and interview our servicemen. Do it often, weekly, if possible. By being closer to the serviceman, the CO will find many different problems that these sailors have but hesitate to disclose.

I hope that there is a solution to persuade most of our recruits to make our Navy their career.

Guillermo Gonzalez, CS1, USN
U. S. Naval Base, Newport, R. I.

Communications Ships

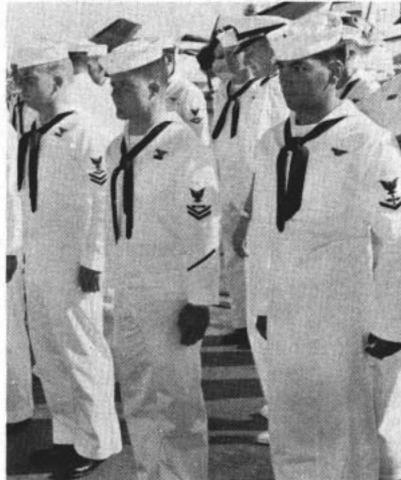
If I were CNO for an hour, I would decommission one command ship in order to provide immediately a blue and gold crew for another command ship. The personnel of the decommissioned CC would serve as the second crew. (I would recommission the first CC as soon as sufficient personnel are available.) I would relieve as many officers and enlisted men as possible on the shore establishment with the second crew while they are awaiting their turn of alert duties. Also, I would certainly utilize the active CC as a training ship for lower rated TAD personnel and junior officers qualifying for underway OOD watches. Since I am serving in *uss Wright* (CC 2), naturally this is the ship I would select to remain in commission.

Along with the large communications relay ships, I would request funds to construct large barges, built along the idea of barracks ships, and equipped with auxiliary power sufficient for the operation of mobile communications station transmitters and receiver barges.

The mobile barges could be towed to remote areas and placed in operation. There would be no need to man them with full working forces, only those required to train crews when actually being towed to their place on station.

Since we would have warships in the areas of need, they could be the protective covering for such barges. During the construction, the idea would be to build three barges per station, one for personnel and one each for transmitting and receiving.

This would eliminate in part the need for the acquisition of land in foreign countries and the building of



large, expensive stations, only to be abandoned at a later date. In recent crises I feel they could have been put to good use. I fully realize the cost of such barges; however, I believe that in the long run they would save the government many millions of dollars in operating and construction costs.

The second thing I would do is establish a rating of General Cleaning and Maintenance (GCM) manned by those sailors not eligible for schools. They would be permitted to advance to PO3 only.

Upon being advanced, they would be permitted to choose a specialty, submitting their courses while working in the GCM rating, working on-the-job training two hours daily in their specialty and finally being recommended for advancement in the rate which they have chosen.

It should be realized that at present up to one-sixth of all divisions aboard ships are assigned to odd jobs, usually mess cooking, mess decks Master-At-Arms, compartment cleaning, and Master-At-Arms billets, just to mention a few. When we man these billets with trained personnel in specialties, this not only deteriorates morale, but wastes training funds and man-hours in training. Over-all, this results in a loss of personnel to the Navy—and again the retraining continues.

John L. Lambert, Sr., RMCM
USS Wright (CC 2)

Modern Management Techniques

It is time to employ modern management techniques and stress enlightened human relations. This can be accomplished by schools and correspondence courses in modern management and human relations, which would be mandatory for officers and senior enlisted personnel.

Have Something to Contribute?

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

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

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

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

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

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

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

Here is another installment. Keep your ideas coming.

The younger generation of sailors judges the Navy by the way officers and senior enlisted personnel speak and act, and local command policies. There is no surer index to breeding, education and environment and the sort of people you work for than what they say and do. One major reason conflict develops in an organization is that people do not understand their assignment and that of their co-workers. No matter how well conceived an organization structure, people must understand it to make it work. Understanding is aided materially by proper use of organization charts, accurate job descriptions, turn-over files, the spelling out of authority and informational relationships and the introduction of specific goals to breathe life into positions and people.

I personally feel that there is too much discretion given to individual commands. This breeds inconsistency, which breeds frustration. Take any class ship, and you will find a different policy concerning personnel procedures and regulations. Even a change in commanding officer or executive officer affects policies, procedures and morale of the ship.

It would be a great feeling to be able to go anywhere in the Navy and feel at home, and know there is uniformity in regard to personnel policies, procedures and regulations.

One big point I would like to mention is the changing of uniforms in port and at sea. A clean and sharp uniform should be mandatory, but each ship and station has its own individual policy. I have had the experience of being in a home port where each ship had a different policy of what uniform could or could not be worn. Also, at sea, changing into uniform of the day on occasions wasn't uniform with other ships in the area, or even alongside.

Each ship and station has an organizational manual, which should be uniform and adhered to. When a commanding officer feels that a change should be made, he could submit it in writing to higher authority and then, if approved, it could be incorporated into all organization manuals pertaining to that type or class of ship or station. Other ships in a class could submit their comments to the change, and if approved, all ships in that class

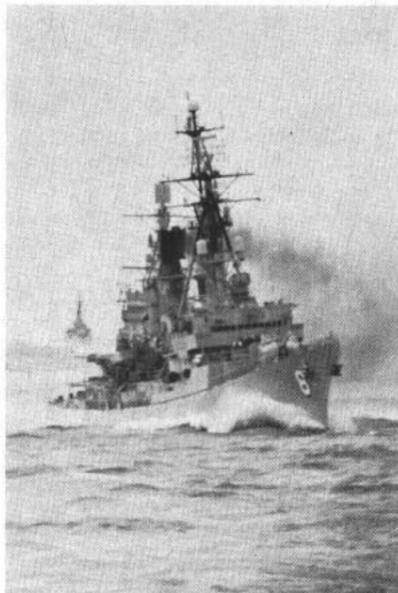
could convert to the new change. This way everybody benefits.

If I am wrong on the above, then why is it that each ship (same class and command) has different personnel policies, procedures and regulations? Shouldn't we all have the privilege of being treated alike?

Charles K. Orth, YN1, USN
U. S. Navy Recruiting Substation
Portland, Maine

It's Hard to Study in Vietnam

If I were CNO I would have a special advancement in rate program for all naval personnel assigned to



Vietnam. It is very difficult to study for an examination, particularly in a small craft or vessel, or at some remote location.

What most people don't realize is that fighting this war is a 24-hour-a-day job, and you just can't always have the advancement in rate material by your side to study.

I suggest that all Navy personnel in the Vietnam area eligible for advancement in rate and recommended by their CO be given a passing grade for that exam and if their multiple brings them within the advancement score, they be advanced.

James L. McMullen, HM1, USN
Saigon, Vietnam

Re-entry Exams

If I were CNO for 60 minutes I would do something more for the men who want to come back in the

Navy after being separated for more than 90 days. I think that the man should not have to lose a stripe. For example, if he was a YN2 when discharged and he stayed out for a year or two, let him study for the YN2 test while he is a civilian and let him take the YN2 test before he enlists again. Then when the results come back, if he passes the test he can reenlist as a YN2; if he flunks, he can reenlist as a YN3 or not reenlist at all.

I'm sure that there are plenty of first-termers, who, after getting out, found out that the Navy wasn't so bad after all. I reenlisted under the RESCORE program and am changing my rate to CT2(R), but it is hard to study under the pressure that this is a "do or die" school, and that if you flunk out you have to suffer the disgrace of being busted for trying your best, especially if you have a family.

Also, if I were CNO, I would make a policy on pro-pay that would enable the critical people to have pro-pay, but also let every petty officer of every rating at least be able to take the test.

Mike Kiefer, YN2, USN
NavComTraCen, Pensacola, Fla.

More Data for Service Record

I believe the enlisted advancement system should consider a man's service record before advancement. It appears to me that it would be more advantageous to the Navy, as well as to outstanding Navymen, if the BuPers service jacket was considered in addition to the present factors.

Information such as off-duty college and high school courses, correspondence courses completed and additional education that one has completed since his entry into active duty should, in my opinion, be a prime factor in the enlisted advancement system.

The system could be handled in a manner similar to the E-8/E-9 and officer programs. If this is impossible for all pay grades, certainly it could be done for pay grades E-6 and E-7, since these two pay grades are the most difficult to master. Moreover, being a Personnelman, I have had firsthand experience in dealing with Page 4's and NavPers. 792's, and have seen quite a few notable entries on these two documents which, I

believe, should be brought to the attention of the Examining Center/BuPers prior to determining who will be advanced and who will not.

It is realized that this suggestion may place an initial burden on the Bureau of Naval Personnel until a system is developed to furnish the Enlisted Rating Board with a microfilm of each man's service record. Since advancements are authorized over a six-month period for each examining series, the Bureau will have more time to review the aforementioned documents, especially on the personnel whose advancements are held in abeyance due to quota limitations.

My basic concern is to improve the enlisted advancement system, not to criticize it.

Jimmie L. Bradford, PN1, USN
NavComSta, FPO, Seattle

Categorize EM Ratings

I believe that the Navy would be more efficient and enlisted leadership more effective if the Navy split their enlisted ranks as the Marine Corps has. E-6 through E-9, senior petty officers; E-4 and E-5, petty officers; E-3 and below, non-rated.

On many occasions, almost daily, the first class petty officer is called upon to either fill, or fill in for, an E-7's position in a supervisory status. This change would give prestige to the first class and would increase the prestige of the third and second class petty officers. It would also help the retention problem because of the time difference between making first class and chief petty officer.

I believe that all petty officers should have a title along with their name. It is not in line with military discipline and it degrades a man's rank to have a 17- or 18-year-old SA call a petty officer by his last name only.

My final idea is to add points to the enlisted man's multiple upon completion of so many college credits through USAFI or college extension courses.

Daily the Navy's complex weapons systems and equipment demand more education and a broader educational background from enlisted men.

By adding points to a man's multiple, the man could benefit (if he had the desire) and the Navy would

benefit from his higher level of education.

Richard E. Jones, AZ1, USN
NAS Memphis, Tenn.

Air Conditioners Needed

At the present time my problem is a lack of air-conditioning for my office personnel. This office has no air-conditioning whatsoever. Our work requires quality and quantity. There are new window-type air-conditioners on the base stored in warehouses. These new air-conditioners can only be used as replacements for those presently installed.

I have been told that I cannot have six to eight window-type air conditioners installed for this office without SecNav approval.

If I were Chief of Naval Operations, in order to improve efficiency,



operations, morale and esprit de corps, I would obtain authorization for commanding officers of shore installations to authorize installation of low cost air-conditioning in administrative offices.

It is miserable to work in 90-degree temperatures, but worse to know that air conditioners are on the base and cannot be utilized.

G. R. S., LTJG, USN

Officers with Enlisted Background

Many enlisted men have come up through the ranks and finally achieved the status of a commissioned officer. However, in proportion to the many members of the naval service this is still a very small percentage.

The man who spends four years in the enlisted ranks is awarded a Good Conduct Medal if he qualifies, and subsequent awards as the years go by. If he assumes commissioned status he is entitled to continue to

wear the ribbon for this award. Other men, such as myself, have not served four years' enlisted time but do move up to commissioned rank. For such types there could be some sort of special uniform insignia, an award or other distinguishing mark.

I believe a program such as this would accomplish many things. Other enlisted personnel would see that there is an opportunity available, and might take advantage of the various means of attaining a commission. Cooperation between enlisted and officer personnel would definitely improve. Well trained and qualified personnel might be encouraged to remain in the service. Some enlisted men actually give up income to attain the rank of an officer. For the officer in this position it might look better if the grey hair was accompanied by such an insignia. In many cases it seems that an officer in a junior rank has fouled up somewhere along the line. A distinguishing mark would make it quite obvious that he is a former enlisted man who came up through the rates and ranks.

I am proud of this accomplishment and feel that others go along with this sentiment. Frankly, I would like to let the other men know that it can be done, and also feel that I would be proud to display such an award.

Lewis Malamut, LCDR, USNR

Disposable Trash Containers

Upon a recent return from a West-Pac cruise I have contemplated a problem that arose which is common with all type ships; that is emptying trash and garbage at sea in inclement weather and rough seas.

Sometimes for weeks on end we were at sea on patrol in very rough weather and the trash and garbage sometimes created quite a problem for disposal. Especially on our type ship (2100-ton class destroyer) the main deck has to be secured and the only travel fore and aft is conducted on the 01 level, squeezing through a small scuttle hatch. Going topside to dispose of trash can be extremely dangerous.

My suggestion would be to create a ship stores item of a trash can liner bag made of either paper or plastic or some cheap type of material costing pennies apiece. (Similar to con-

fidential burn bags.) These bags could be made the size of the standard trash can, 14" in diameter and 18" high (larger for scullery garbage cans). Upon being filled with trash it could be a very simple job of pulling the bag out and disposing over the side, keeping the trash can clean and sanitary and creating no hazard of disposing of the bag from top-side. In choosing the material the bags could be made of a material that would sink in very short time.

Robert W. Ridley, QM1, USN
USS Wedderburn (DD 684)

Recruiting Duty

I am presently on recruiting duty in Monroe, La., and have some suggestions that may be of interest.

- I suggest that recruiters who are doing a good job be granted yearly extensions (I am presently on my second extension), because the longer you are in a spot the more contacts you meet and consequently the more people assist you.

- I suggest that recruiters who are producing be granted a pro-type pay, by results—not by test, as it's results that count.

- Five days' leave extension is presently given to a recruit home on leave for bringing in a friend who is accepted. I suggest this be given to anyone home on leave if it doesn't interfere with any ship or school commitments. I believe many more men are enlisted after talking to some sailor home on leave, who is Navy-motivated and has just completed a school or reenlisted, than they are by what recruits say. A lot of young prospects know about the five-day extension that is granted to recruits, and they think that is the only reason the recruit wants them to join.

- I believe that recruiters coming off a tour of recruiting duty should be sent to a refresher school of their rate, so they would be useful immediately. As it is in my case, after four years away from radio it will be quite hard to fit back into the swing of things.

Hillard Meek, RMC, USN
NavCruitSta, Monroe, La.

Insufficient Deployment Leave

I believe that in most cases the enlisted man will not ship over be-

cause he is unable to acquire enough rate in one four-year enlistment.

Yet this is what stops him even more from thinking of reenlistment: He is not allotted a substantial leave period upon return from deployment. I am returning from a five-month deployment in the Red Sea and Mediterranean Sea. The leave time allotted is 18 days for the entire crew, this means nine days for two leave sections, for 50 per cent must be kept aboard. This is a problem not only for married men who have not seen their families for five months, but for a man who has not been able to spend time at home to make future plans with his girl friend for their engagement or marriage.

Recently we received a new group of officers aboard and the basic work day and routine has been changed greatly. For one thing, the work day was called to an end at 1600, but now it is called at 1645 or 1715. This causes trouble because, for two years, most of us aboard here have found that a work day till 1600 is enough time for one day. If more is called for, only tempers and hard feelings are the result.

These are a few facts which may change some of the Navy's or command rules to help improve morale in the seagoing Navy.

C. K. W., RD3, USN

Six-Year Obligor

I respectfully recommend implementation of the Six-Year Obligor Plan into all Navy technical rate training programs.

This plan is being used with success in the *Polaris* program and more recently in the FT and ST "A" school areas. It is contributing to the STAR Program's current success in the Fire Control Technician rating.

The four-year enlistee who extends his enlistment to six years for additional basic and Class "C" schools finds that after one year's service he is eligible for the STAR Retention Program. He reenlists for the STAR program which gives him pro pay, one more year of advanced school, and reenlistment bonus.

If 25 per cent of the input at an "A" school become six-year obligors, in four years' time the input could be greatly reduced, with retention increased.

Owen E. Cook, FTCS, BUPERS

Charity by Allotment

Within a command, certain members are asked to solicit contributions from a number of individuals.

At present, there are three Navy-wide appeals for charitable contributions from individual members of the Naval Establishment annually.

I would institute a program whereby members of the Naval Establishment could contribute to charity by means of monthly allotment, if they so desire.

There are a number of advantages to this method. Contributing would be easier, as most of us feel that it's easier to do without something we never had than to give it up after



once having it. Embarrassment on the part of both solicitor and donor would be done away with. Time and expense of solicitation would be reduced. A moral value—that of the obligation of regular contribution to charity—may be emphasized.

It is quite possible that larger contribution would be made.

The program would, of course, be one of voluntary participation, and the opportunity for contribution on an individual basis would be retained. There would be an increased amount of administrative and clerical work involved, but this disadvantage

may be outweighed by the advantages.

N. E. Duggan, CDR, (DC), USN
NAS Brunswick, Maine

Improvement on Incentive Pay Program

There is one subject in particular that I would like to bring up at this time. What can be done to better the pro pay program?

Most of us feel it is quite unfair to allow only a few rates to draw pro pay. The suggestion now arises that some people are more proficient in their rates than others. I find this hard to believe.

In most cases you will find men



drawing pro pay are no more proficient in their rates than men in other categories.

I understand it was devised to help keep the critical rates in the Navy. I think this is well and good, but at the same time I think something should be done for the people in rates that are not classified as critical. There are a large number of these in the Navy and some type of program should be devised to extend the right of pro pay to them also. This is only being fair.

We are losing many a good petty officer who does not classify as being

in one of the critical rates. This is quite a hard blow to most commands. I think if the chance for pro pay were extended to these personnel, it would show quite a change in a man's decision about discharge or career.

I want you to understand that I am not as bitter as I may sound. I am a career man myself and doing fine without the extra money.

I brought up the subject not for myself, but for the four-year-enlistment petty officer the Navy is losing every day. Many a good petty officer is getting out of the Navy and going to a high paying job on the outside.

William P. Scarberry, SFM2, USN
USS Vancouver (LPD 2)

Enlisted, Officer Retention

During my 13 and one-half years' service I have talked to many enlisted and officers about why they get out of the service. The actions I would take as CNO for one hour are based on these conversations.

- Give pro pay to enlisted personnel in critical skills after they advance to petty officer second class even though they are not career designated.

- Issue a directive that all commands set up a Career Counseling Team, consisting of one limited duty officer or career officer and two chief petty officers.

- Give a 30-day free leave to all men who reenlist for six years for the first time.

- Allow commanding officers to make spot advancements to outstanding critical skilled enlisted personnel.

- Increase the clothing allowance of enlisted personnel to \$10.00.

The following are recommendations to help officer retention:

- Start a bonus system similar to the enlisted reenlistment bonus. The officer system should be restricted to officers who extend for six years for the first time.

- Start sea pay for officers.

- Start a monthly clothing allowance.

- Change the pay scale for officers with previous enlisted service so that they may get increases in pay after 14 years of service.

LJTG L. E. Berley, USN
Patrick AFB, Florida

Same Pay for Single, Married Men

These are my suggestions for increasing naval efficiency:

Make the pay scale of the single man equal to that of the married man, at least in the lower rates. In this way a third class, regardless of whether he was single or married, would be able to draw the same amount of pay. If they were civilians these two third class petty officers, working under the same circumstances, would receive the same paycheck. The Navy, in paying the extra benefits, seems to favor the married sailor more.

Give to the most senior enlisted man in the Navy the job of being an aide to CNO. This job he could retain as long as he remained senior man except through retirement or voluntary request for transfer to other duty.

Through a long-range plan, incorporate into future barracks planning two-man rooms, not (I repeat) not cubicles.

In future build ships with separate berthing compartments for watchstanders and day working personnel.

Issue a directive whereby all watchstanders cannot be used for working parties during their liberty hours.

Eliminate evaluation of any enlisted man attending a Navy school which is of comparable length to the marking period.

Discontinue sending general messages such as officers' orders/promotions over any communications circuit. Since these messages are not official word of transfer/promotion, this would not affect naval efficiency. These messages are often lengthy, are many times duplicated, increase costs and are a burden to internal routing.

Increase the speed with which new communications publications are distributed. Often times "new" publications arriving at a comm center are outdated and must be brought up to date through stacks of changes which have accumulated while the pub was en route to its destination. One way of increasing the speed would be through a good revision of the distribution channels.

R. T. Berner, RM3, USN
USNAF, FPO N.Y.

MEDAL OF HONOR



COURAGE —

Our Most Important

COURAGE IS Navy's most important product. It is the one element of defense that has contributed far more than all others in preserving the American way of life. It has sometimes been called the indomitable spirit of the American fighting man.

In a multitude of ways, American servicemen have risked or given their lives to destroy an enemy, while protecting the country against threats of foreign domination.

Some men have been clearly distinguishable from "ordinary" gallant men by committing deeds of "conspicuous gallantry and intrepidity above and beyond the call of duty" at the risk of their own lives.

This reference is made to recipients of the Medal of Honor, the highest military award presented by the United States for gallantry in action.

Since the first presentation of this award 102 years ago, 729 Navymen have received the five-pointed star for their valor. At present, only 55 of these are known to be living. Eight of the 55 are still on active duty—seven as Navymen and one as an Army officer.

On examination of the citations

which accompany the Medal of Honor award, it becomes understandable why the medal is most frequently awarded posthumously.

A CASE IN POINT is that of William R. Charette, HMC(SS), although he did live to receive his Medal. Charette, now 34, was an HM3 serving with a Marine rifle company in Korea when cited for his gallantry, and is serving in the *Polaris* submarine *uss Daniel Webster*, (SSBN 626) today.

His company was engaged in a fierce encounter with well-dug-in North Korean forces, far in advance of the main line of resistance, on 27 Mar 1953. Charette repeatedly and unhesitatingly moved about through a murderous barrage of hostile small-arms and mortar fire to render assistance to his wounded comrades. When an enemy grenade landed within a few feet of a Marine he was attending, Charette threw himself on the stricken man and absorbed the concussion of the exploding grenade with his own body.

The blast ripped off his helmet and medical kit, and left him with painful facial wounds. In spite of the resulting shock, Charette continued

administering to the wounded, improvising emergency bandages by tearing off part of his clothing.

Discovering a seriously wounded Marine whose armored battle vest had been torn from his body by the blast from an exploding shell, Charette removed his own vest and placed it upon the helpless man. He repeatedly exposed himself to enemy fire in order to lend effective aid to wounded men in his own unit and adjacent platoon areas as well. As a result, he was directly responsible for saving many lives.

THE ONLY OTHER Korean-service Navyman still on active duty who received the Medal of Honor is Commander Thomas J. Hudner, Jr., USN, 41, who is currently attached to Training Squadron 24, Naval Auxiliary Air Station, Chase Field, Beeville, Texas.

Then a lieutenant, junior grade, Commander Hudner was a pilot in Fighter Squadron 32, attached to *uss Leyte* (CVA 32). His award was presented for action on 4 Dec 1950, for attempting to rescue a squadron mate whose plane was forced down behind enemy lines in the Chosin Reservoir area in North Korea.

Maneuvering to circle the downed pilot and protect him from enemy troops surrounding the area, Commander Hudner decided to land on the rough mountainous terrain. After skidding to a well-executed wheels-up landing, he rushed to pack the fuselage of the burning plane with snow to keep the flames away from the pilot, and struggled to pull him free.

Unsuccessful in this, he radioed for a rescue helicopter. With assistance from the rescue pilot, Commander Hudner renewed a desperate but unavailing battle against time, cold and flames to save the life of his friend.

FIVE NAVYMEN who received the Medal of Honor in World War II action are still on active duty. Their citations further exemplify the selfless, courageous actions of MOH winners.

Vice Admiral Lawson P. Ramage, USN, 56, now Commander First Fleet, was cited for action in a pre-

bow and stern torpedoes to sink the leading tanker and damage the second one.

By then exposed in the light of bursting flares, and drawing heavy shell fire, Admiral Ramage directed his crew in another strike, this time sinking a transport. In the mounting fury of fire from the two burning tankers, Admiral Ramage ordered his crew below, remaining topside to direct further action against the enemy.

As a fast transport closed in to ram his vessel, he squeezed past the onrushing ship, clearing by less than 50 feet. Although it meant placing the *Parche* in a deadly cross-fire from escorts on all sides, Admiral Ramage then swung around to kill the transport as a climax to 46 minutes of violent action, and escaped the area with his sub undamaged.

REAR ADMIRAL Eugene B. Fluckey, USN, 51, presently Commander Submarine Force, U. S. Pacific Fleet, was cited as commanding officer of *uss Barb* (SS 220) during the sub's 11th war patrol from 19 Dec 1944 to 15 Feb 1945.

Then a commander, Admiral Fluckey sank a large enemy ammunition ship and damaged other ships during a running two-hour night battle on 8 Jan 1945.

On 23 January he located and tracked a concentration of more than 30 enemy ships into Mamkwan Harbor. Aware that his subsequent escape would necessitate a one-hour full-speed run through uncharted, mined and rock-obstructed waters,

he nevertheless prepared for battle with the Japanese ships.

Penetrating the heavy screen of escort ships, Admiral Fluckey maneuvered *Barb* to obtain eight direct hits on six main targets, including a large ammunition ship.

Clearing the treacherous area at high speed, he took *Barb* to safety. Four days later his sub sank a large Japanese freighter.

REAR ADMIRAL John D. Bulkeley, USN, 54, now Commander U. S. Naval Base, Guantanamo Bay, Cuba, was a lieutenant in command of Motor Torpedo Boat Squadron Three in Philippine waters between 7 Dec 1941 and 10 Apr 1942, for which period he was cited for extraordinary heroism, distinguished service and conspicuous gallantry.

In those four months, Motor Torpedo Boat Squadron Three damaged or destroyed a notable number of enemy planes, combatant and merchant ships and dispersed landing parties and land-based enemy forces, without benefit of repairs, overhaul or maintenance facilities.

Admiral Bulkeley was characterized as being dynamically forceful and daring in offensive action, brilliant in planning, and skillful, resourceful and ingenious in executing the attacks.

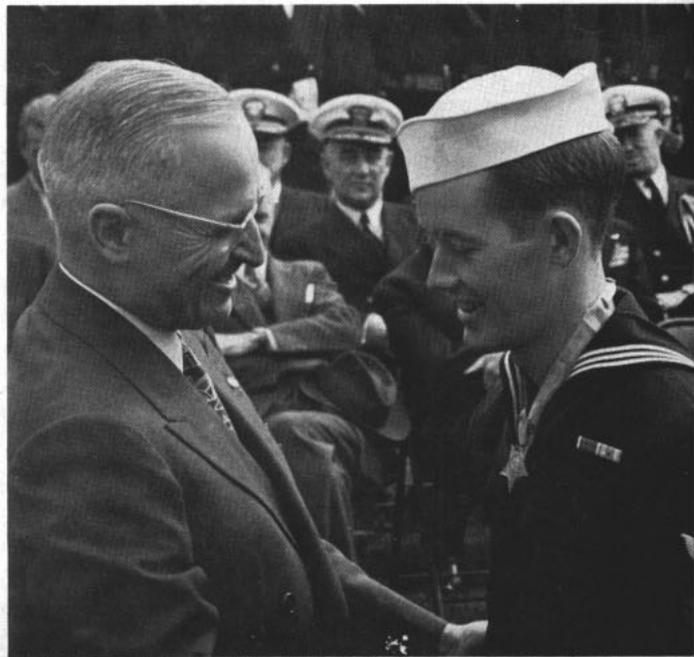
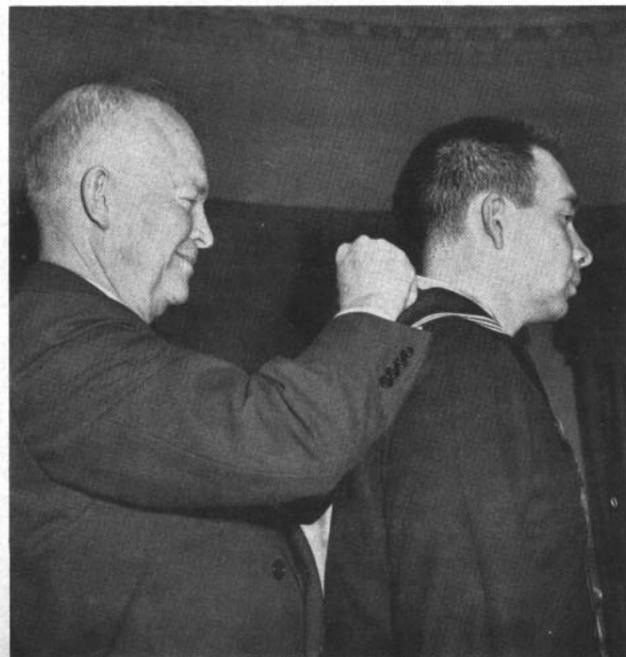
CAPTAIN George L. Street, III, USN, 52, is currently Commander Submarine Group, Mare Island Division. As a lieutenant commander, Captain Street commanded *uss Tirante* (SS 420) during her first war patrol

Product

dawn attack on a Japanese convoy on 31 Jul 1944, while he was skipper of *uss Parche* (SS 384).

Admiral (then Commander) Ramage boldly penetrated the screen of the heavily escorted convoy to launch a surface attack on the ships. He crippled a freighter with a stern shot and quickly followed with a series of

HONOR MEN—Hospital Corpsman William R. Charette, now HMC(SS) aboard *USS Daniel Webster* receives MOH for gallantry in Korea. *Rt*: George E. Wahlen, HM3, is presented the medal for his actions in World War II.



COURAGE: OUR MOST IMPORTANT PRODUCT

against Japanese surface forces off the coast of Korea on 14 Apr 1945.

With his crew at surface battle stations, Captain Street approached a hostile anchorage within 1200 yards of the coast to complete a reconnaissance of Quelpart Island.

He penetrated the mined and shoal-obstructed shallow waters of the harbor despite numerous patrol-

ling vessels and in defiance of five shore-based radar stations and menacing aircraft.

Prepared to fight it out on the surface if attacked, Captain Street spurred his crew into action, sending two torpedoes into a large ammunition ship. With the *Tirante* instantly spotted by the enemy as she stood out in the light of the explosion, he fired

the last two torpedoes at his pursuers, destroying in quick succession the leading frigate and a similar flanking vessel.

Clearing the gutted harbor at emergency speed, he slipped his sub undetected along the shore line, diving deep as a pursuing patrol dropped a pattern of depth charges at the point of submergence.

Living Navy Recipients of the Medal of Honor

Active Duty

Vice Admiral Lawson P. Ramage, USN, Commander First Fleet
Rear Admiral Eugene B. Fluckey, USN, Commander Submarine Force, U. S. Pacific Fleet
Rear Admiral John D. Bulkeley, USN, Commander U. S. Naval Base, Guantanamo Bay, Cuba
Captain George L. Street, III, USN, Commander Submarine Group, Mare Island Division
Commander Richard M. McCool, Jr., USN, Staff, Commander U. S. Naval Forces, Japan
Commander Thomas J. Hudner, Jr., USN, Training Squadron 24
William R. Charette, HMC(SS), USN, USS *Daniel Webster* (SSBN 626)
Major George E. Wahlen, Regular Army (Ex-pharmacist's mate, USN)

Retired

Rear Admiral Richard N. Antrim, USN (Ret), Mountain Home, Ark.
Commander John H. Balch, USNR (Ret), Sun City, Fla.
Robert E. Bonney, CHMACH, USN (Ret), Edmonds, Wash.
Vice Admiral Joel T. Boone, MC, USN (Ret), Washington, D. C.
Rear Admiral Robert W. Cary, USN (Ret), Toledo, Ohio
Commander George Cregan, USN (Ret), Manassquan, N. J.
Lieutenant Commander John Davis, USN (Ret), St. Petersburg, Fla.
Lieutenant Commander Abraham DeSomer, USN (Ret), San Leandro, Calif.
Lieutenant Thomas Eadie, USN (Ret), Newport, R. I.
Lieutenant John W. Finn, USN (Ret), San Diego, Calif.
Admiral Frank J. Fletcher, USN (Ret), LaPlata, Md.
Vice Admiral Paul F. Foster, USNR (Ret), Arlington, Va.
Commander Hugh C. Frazer, USN (Ret), Washington, D. C.
Rear Admiral Samuel G. Fuqua, USN (Ret), St. Petersburg, Fla.
Commander Donald A. Gary, USN (Ret), Garden Grove, Calif.
Lieutenant Commander William E. Hall, USNR (Ret), Muskogee, Okla.
Lieutenant Commander Rufus G. Herring, USNR (Ret), Roseboro, N. C.
Lieutenant William R. Huber, USN (Ret), San Mateo, Calif.

Lieutenant Commander Edouard V. M. Izac, USN (Ret), Washington, D. C.

Rear Admiral George M. Lowry, USNR (Ret), Carmel, Calif.

Captain David McCampbell, USN (Ret), Colorado Springs, Colo.

Rear Admiral Bruce McCandless, USN (Ret), Annapolis, Md.

Lieutenant James Harper McDonald, USN (Ret), Roulette, Pa.

Lieutenant Commander John Mihalowski, USN (Ret), Largo, Fla.

Rear Admiral Richard H. O'Kane, USN (Ret), Arlington, Va.

Lieutenant Commander Jackson C. Pharris, USN (Ret), Rolling Hills, Calif.

Commander Arthur M. Preston, USNR (Ret), Chevy Chase, Md.

Captain Donald K. Ross, USN (Ret), Port Orchard, Wash.

Rear Admiral Thomas John Ryan, Jr., USN (Ret), New Orleans, La.

Rear Admiral Herbert E. Schonland, USN (Ret), New London, Conn.

Lieutenant William Seach, USN (Ret), South Weymouth, Mass.

Warrant Officer Charles H. Willey, USN (Ret), Penacook, N. H.

Lieutenant William Zuiderveld, USN (Ret), Leucadia, Calif.

William Badders, CMM, USN (Ret), Annapolis, Md.

Jess W. Covington, CS1, USN (Ret), Richmond, Va.

Ex-Officers

Nathan G. Gordon, Ex-LCDR, USNR, Morrilton, Ark.

Carl E. Petersen, Ex-CHMACH, USN, Avenel, N. J.

Ex-Enlisted

Robert E. Bush, Ex-HA, USNR, Elma, Wash.

Demetri Corahorgi, Ex-FN 1st, USN, Kirkland, Wash.

Raymond E. Davis, Ex-QM3, USN, Retsil, Wash.

David E. Hayden, Ex-HM3, USN, Fresno, Calif.

Harry H. Miller, Ex-SN, USN, Turrialba, Costa Rica

Henry N. Nickerson, Ex-BM1, USN, Wheeling, W. Va.

Francis J. Pierce, Jr., Ex-PHM1, USN, Grand Rapids, Mich.

Joseph Quick, Ex-COX, USN, Tampa, Fla.

Oscar Schmidt, Jr., Ex-CGM, USN, Somers Point, N. J.

Jacob Volz, Jr., Ex-CM3, USN, Portland, Ore.

COMMANDER Richard M. McCool, Jr., USN, 43 (a captain selectee), currently serves on the Staff of Commander U. S. Naval Forces, Japan. As a lieutenant in command of an LSC during operations in the Ryukyus in June 1945, Commander McCool was assisting in the evacuation of men from a sinking destroyer when his own ship was attacked by two kamikaze planes.

The LSC shot down one and damaged the other, but could not prevent its crashing into the ship's conning tower.

Although himself burned and wounded by shrapnel, Commander McCool rallied his crew to damage control stations and assisted in rescuing several men trapped in a blazing compartment.

THE ONLY OTHER Navy winner of the Medal of Honor still on active military duty is Army Major George E. Wahlen, 41, a former Navy pharmacist's mate. While serving with a Marine battalion on Iwo Jima in February and March 1945, Major Wahlen advanced well forward of the front lines to aid a wounded Marine although he was seriously wounded himself. Despite a heavy concentration of fire, he carried the Marine to safety. He conducted many similar operations, defying enemy fire and the pain of his own wound to help the injured.

The remaining 47 living Navy Medal of Honor winners are in civilian life, leading unpretentious lives and serving in many fields. (For their names, see accompanying box.)

How do these men feel about receiving our country's highest military award? Modest.

To win a Medal of Honor, a brave deed must have had at least two witnesses to confirm it. Most winners of the medal are quick to say that many a brave deed has gone unseen and many a brave man unrewarded—at least officially.

But, say some, courage, like virtue, is its own reward.

—Bill Howard, JO1, USN

DECORATIONS & CITATIONS



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ STANLEY, HENRY T., Jr., Commander, USN, posthumously, as pilot of a jet aircraft serving with the *uss Midway* (CVA 41), during a routine training flight 11 Jan 1965. When his aircraft engine failed over Fremont, Calif., he ordered the pilot in the rear cockpit to eject. CDR Stanley remained with his crippled aircraft and succeeded in maneuvering clear of a residential area before ejecting at extremely low altitude. He sacrificed his life to safeguard the lives of others.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ ANDERSON, FRANK, aviation machinist's mate first class, USNR, for the rescue of three people from a fire in a three-story structure in the Rossville section of Staten Island, N.Y., on the morning of 2 Feb 1964. Hearing a man's voice calling for help from the rear of the flaming building, Anderson, aware that the building might collapse at any moment, crawled under the front porch to obtain a ladder. He rushed to the rear of the structure and rescued a man, woman and their four-year-old daughter, who were trapped on the roof of the back porch 30 feet above the ground.

★ BRANCALE, ROBERT J., aviation machinist's mate second class, USNR, in connection with the helicopter rescue of an 80-year-old man from the flooded Blue Earth River near Mankato, Minn., on 8 Apr 1965. The victim was unable to get into the rescue sling lowered from the helicopter to the rooftop where he was marooned. Brancale and another crew member waded into the frigid and swift-running waters in an attempt to reach the victim, but they were forced back by the strong current and icy footing. During this time the man slipped off the rooftop and into the water. Brancale returned to the helicopter, which then hovered over the weakening victim. Through skillful

maneuvering of the sling, Brancale succeeded in rescuing the near-drowning man and the other crew member, who had crossed the river upstream to aid in the rescue.

★ CRONK, EARL C., boilerman second class, USN, while serving aboard *uss Ranger* (CVA 61) on the night of 13 Apr 1965. During a serious fire in the number one main machinery room, Cronk twice entered the intense heat- and smoke-filled room to rescue four shipmates, thereby saving them from burning and suffocation. He also ensured that all steam valves in the console booth were secured to limit the hazard to firefighters. His prompt and courageous actions were in the face of great personal risk.

★ DAWKINS, JIMMIE G., Electrician's Mate Fireman, USN, for heroism on the morning of 17 Sep 1964 while serving aboard *uss Kearsarge* (CVS 33) in the South China Sea. A shipmate accidentally touched a 440-volt heating coil and slumped into unconsciousness while repairing electric ovens in the ship's bakery. Dawkins, realizing the power

to the ovens could not be secured in time to save the man, quickly threw himself against his stricken shipmate and succeeded in dislodging him from the coil. By his prompt action, Dawkins saved a life at the risk of his own.

★ DIXON, JAMES T., Boatswain's Mate 1st Class, USN, while serving as duty Master-at-Arms aboard *uss Sellers* (DDG 11), on the morning of 10 Sep 1964, while the ship was moored in Naples Harbor, Naples, Italy. A shipmate obtained a pair of .45 caliber pistols and threatened the lives of all those who passed within his range. Dixon, with full knowledge that this man had already fired at another crew member, proceeded unarmed to the vicinity of the signal bridge in an attempt to disarm him. Although he was threatened, Dixon proceeded, still unarmed, and after several minutes of conversing with the man, Dixon succeeded in disarming him and placing him under arrest.

★ EDWARDS, HARRY D., Signalman 1st Class, USN, for rescuing an 18-month-old child from almost certain death on

MOH Winner is Flying High at 88

Joseph Quick, 88, one of the oldest living Navy recipients of the Medal of Honor, is still using his flight privilege card—63 years after receiving his country's highest medal.



OLD SALT — MOH winner Joseph Quick chats with RADM. Massey after receiving flight privilege card.

A Navy veteran of the Spanish-American War, Quick won the decoration in 1902 while serving as a coxswain aboard the steam-powered schooner *uss Yorktown*. On that occasion, at repeated risk to his own life, he saved the life of a shipmate at sea, in Japanese waters, disappearing beneath the surface on numerous occasions only to fight his way back to the surface.

The spry veteran recalls vividly that eventful day. "They told me the admiral was all excited on the bridge as he watched us through his glass. He kept yelling 'They're up—they're down—they're up again,' all through the episode."

Enlisting in 1895, Quick subsequently served on 14 men-of-war, including *uss Brooklyn* at Santiago, Cuba, in the Spanish-American War.

He has just received a new copy of his flight privilege card entitling him to military flights.

Quick received his medal a year before the Wright brothers' first flight.

CURRENT NAVY CITATIONS

12 Dec 1964 in the Hokulani section of Navy housing at Pearl Harbor, Hawaii. Observing the girl standing directly in the path of an automobile which was apparently out of control, Edwards dashed in front of the onrushing vehicle, seized the child and leaped with her to safety as the car roared directly across the spot where the girl had been standing. By his prompt and courageous action, Edwards risked his life to save that of another.

★ FOX, JAMES E., Photographer's Mate 3rd Class, USN, posthumously, for service with Underwater Demolition Team 22 at U. S. Naval Amphibious Base, Little Creek, Va., on 24 Jun 1964. Volunteering to be the first man picked up from the water using a fixed-wing aircraft aerial recovery system, Fox encountered no difficulties during the lifting from the water. After the initial pickup, however, a series of unforeseen events developed which resulted in Fox falling 700 feet to his death in the Chesapeake Bay. The hard lessons learned from this fatal accident enabled the Navy and other services utilizing the system to improve significantly the recovery technique and make the entire evolution far safer.

★ GARRAHAN, RICHARD, Machinery Repairman 1st Class, USN, and TAYLOR, JAMES R., boatswain's mate first class, USN, in an effort to rescue two divers trapped by a flash fire in a decompression chamber at the U. S. Navy Experimental Diving Unit on 16 Feb 1965. Volunteering to attempt the rescue, Garrahan and Taylor entered an adjoining chamber and made their way through the intense heat of the fire. They succumbed to smoke inhalation and fell unconscious themselves. They were removed when the chamber in which they were trapped could be brought back to surface pressure. By their courage and selfless efforts in trying to save the lives of others at the risk of their own, Garrahan and Taylor upheld the highest traditions of the U. S. Naval Service.

★ GORMAN, BENJAMIN H., Electronics Technician 1st Class, USN, while serving with Oceanographic Detachment Three aboard USNS *Michelson* (T-AGS-23) on the evening of 13 Jan 1965. Sighting survivors afloat among the debris of the sunken forward section of ss *Grand* in Pacific waters, Gorman climbed over the side of his sharply rolling ship on two occasions to secure lifelines to the exhausted and helpless men in the cold, turbulent water. Through his prompt and courageous actions, he succeeded in saving two lives. After the arrival of Air Rescue Service aircraft at the site of the sinking, Gorman spent the entire night directing their activities by voice radio, which resulted in several rescues by other ships in the vicinity.



★ MEIER, GENE N., personnelman first class, USN, for attempting to rescue an occupant of a car that had plunged into a lake at Little Creek, Norfolk, Va., on the morning of 16 Jan 1965. Upon observing that a car had skidded off the highway and into the water, Meier stopped his own car, entered the icy water and swam to the spot where another rescuer was attempting to save one of the occupants of the car, who apparently could not swim. When the struggling victim slipped from the grasp of the two men and disappeared beneath the surface of the water, Meier made several attempts to locate him but was unable to do so.

★ MIZEN, ROBERT C., boatswain's mate second class, USN, while serving aboard USS *Keppler* (DD 765) at the Boston Naval Shipyard, Boston, Mass., on the morning of 3 Feb 1965. Learning that a shipmate was trapped in a compartment filled with carbon dioxide, Mizen, fully aware of the extreme danger involved, unhesitatingly entered the compartment by the only means of access, a narrow trunk, and rescued the man.

★ MORALES, FRANK W., gunner's mate third class, USN, while serving at Shore Patrol Headquarters, San Diego, Calif., on 8 Apr 1965, in response to a request by the San Diego Police Department for Shore Patrol assistance. A gunman had shot and killed one of the employees in a store, and was still in the building engaged in a gunfight with police. After several hours of gunfire, use of tear gas and other police methods had failed to dislodge the gunman from his position, Morales volunteered to throw concussion grenades into the

building. At the risk of his life, Morales approached the store and hurled a grenade into the first-floor entrance, followed by another grenade into the upstairs portion of the building. After the explosion of the second grenade, police were able to gain access to the second floor and apprehend the gunman. Morales' actions in the face of grave personal risk prevented further bloodshed and loss of life.

★ PENHALL, JOHN W., gunner's mate third class, USN, while serving aboard USS *Sproston* (DD 577) at Pearl Harbor, Hawaii, on the afternoon of 29 Sep 1964. The motor of an MK 108 rocket accidentally ignited and engulfed the rocket magazine of *Sproston* in smoke and flames. Penhall, though seriously burned on the upper part of his body, immediately went to the assistance of his unconscious companion, revived him and helped him up a ladder to safety before leaving the magazine himself. His prompt action saved the life of a shipmate at the risk of his own.

★ WHITEHURST, FREDERIC W., seaman recruit, USNR, for attempting to rescue two men from a car that had plunged into a lake at Little Creek, Norfolk, Va., on the morning of 16 Jan 1965. Upon observing that a car had skidded off the highway and into the water, Whitehurst leaped from his own car and jumped into the icy water. After being assured that the driver of the vehicle could reach shore without assistance, Whitehurst attempted to rescue the passenger. With the aid of another rescuer, he tried to bring the drowning man to shore, but the man slipped from his grasp and disappeared beneath the surface of the water.



"For heroic or meritorious achievement or service during military operations . . ."

★ GERNERT, HAROLD F., Commander, USN, as Commanding Officer, Attack Squadron 152, from 29 Apr 1964 to 12 Sep 1964. Upon arrival at Bien Hoa Air Base, Republic of Vietnam, CDR Gernert adapted his squadron to perform a training mission to transition Vietnamese Air Force pilots and maintenance personnel from T-28 to A1H fighter aircraft. This training was accomplished while flying from an insecure airfield with constant exposure to hostile ground fire, and consisted of actual strike missions against enemy forces. He made a significant contribution to the combat effectiveness of the Vietnamese Air Force in the face of extremely adverse conditions. The combat Distinguishing Device is authorized.

The Right Man in the Right Place at the Right Time

Navyman John W. Coyne finished up his work aboard the command ship *USS Northampton* (CC 1) on a hot Friday late this summer, and decided to go swimming. He took a bus to the beach, a 15-minute ride from the Norfolk Naval Base, at the mouth of Chesapeake Bay.

The beach was crowded until heavy black clouds began to build up, then most of the bathers drifted away. A brief summer storm followed. After the sky had cleared, John Coyne was back.

"I was lying on the sand looking straight up," he said. "The only other people around were four youngsters who were playing in the water near a fishing pier just down the beach. All of a sudden I heard shouts for help. I ran to the edge of the water and saw the kids struggling about 150 yards out.

"I started swimming as fast as I could, but by the time I got to the first three, they had managed to get to the pilings of the pier. I asked them if they were all right. They said yes. The fourth boy was



LIFE SAVER—Aerographer seaman John W. Coyne, USN, of *USS Northampton* rescued drowning boy.

another hundred feet out. I asked them if he was in trouble. They said yes, so I started swimming again.

"When I got to the place where he had been, the water was smooth—not even any bubbles. I dove with my eyes open and saw him about four feet down, drifting on his back with his hands stretched out behind

him. I grabbed him by one arm and pulled up with all the strength I had. Then I held tight and started swimming back. I don't remember how long it took, but I got him onto the beach. His mouth and the hollows of his eyes were bright blue.

"I started to give him artificial respiration, but then a lifeguard with a group of men arrived from the lifeguard station about a quarter of a mile down the beach. They took over and I just lay on the sand without the strength to move my toes."

Coyne, an aerographer seaman, was officially commended by the fire chief of the city of Norfolk, who wrote: "Seaman Coyne of the *USS Northampton*, without thinking of his own safety, swam to the aid of Gregory Gross, age 10 years, who at the time was unconscious, brought him to shore and administered first aid until the arrival of the fire division."

Later, Coyne was commended by his commanding officer, Captain E. A. Hemley, in an all hands ceremony aboard *Northampton*.

Heli Padre

"Heli Padre" is the name given to an ex-Navy corpsman-turned-chaplain, who serves with the Marines in Vietnam. He has flown more than 150 helicopter missions in the jungle war, administering first aid and church rites alike to American and Vietnamese troops.

Whenever possible, Lieutenant Commander Hugh F. Lecky, CHC, USN, accompanies the troops on airborne assault strikes or medical evacuation missions, in Marine Aircraft Group 16's helicopters. Besides his chaplain's kit, Chaplain Lecky always carries first aid materials.

Once when he lifted a refugee child from the arms of a Vietnamese "civilian," he unsuspectingly exposed two grenades which were also cradled in the person's arms. Snatching the child into his helicopter, Chaplain Lecky instinctively pushed the disguised Viet Cong guerilla away.

In another instance, the Heli Padre landed at Ba Gia, a scene of bitter fighting, the day after guerillas had overrun the outpost. After administering last rites to a

helicopter pilot who crashed there, the chaplain turned to administering emergency first aid to the wounded. When, shortly afterwards, he was wounded by mortar shrapnel, he paused only long enough to dress his leg, then continued first aid treatment to others in the area.

The 34-year-old Protestant chaplain has been in tight spots before. Four years ago he was awarded the Navy Commendation Medal for helping to evacuate sailors from an exploding Chinese tanker.

Pacific Barrier Closes

The Pacific Barrier has been closed.

Although the last 2800-mile flight between Midway and the Aleutians was flown on 30 April, the Barrier commands—comprised of Commander Barrier Forces Pacific, Airborne Early Warning Squadron Pacific (the Navy's largest squadron) and the barrier patrol ships—remained in existence until June to transfer personnel, records, aircraft and equipment.

The mission of the Pacific Barrier was to warn the North American

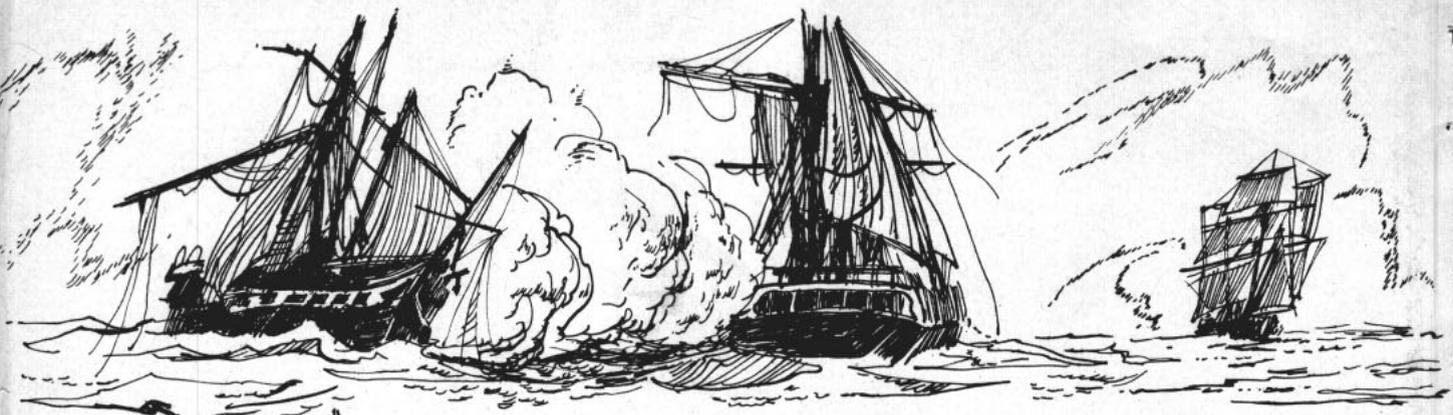
continent of approaching enemy bombers. Unidentified aircraft penetrating the barrier were promptly reported to the control center at Barrier Forces headquarters at Barber's Point, Hawaii, and, if not subsequently identified, the report was relayed to the North American Defense Command in Colorado.

The decision to disestablish the Pacific Barrier was made by the Secretary of Defense in view of the declining nature of the manned-bomber threat, and in the light of recent technological advances. The Defense Department estimates a savings of close to \$69 million a year.

From its commissioning in July 1958, 20,265 flights were recorded by Barrier crews—giving them a total of over 5.7 million flight man-hours. Their planes flew some 58 million nautical miles, the equivalent of 2237 flights around the world or 121 round trips to the moon. The planes were aloft nearly a quarter of a million hours.

Not once during this time was an operational barrier plane lost at sea.

The long flight hours by barrier aircraft and continuous steaming by destroyer escort radar picket ships was a demanding, dedicated effort.



Heroes in the

The following poem was written for publication in *ALL HAN* an unusual—and informative—excursion into naval history used some poetic license, by altering a few of the quo poem's meter scan. It's very authentic, however. In meter Britain's Henry Newbolt. You'll be seeing more of Journ

Truxtun, Jones, Decatur, Barry—
Hail to the brave and bold!
Preble, Hull, Macdonough, Perry—
First of the Blue-and-Gold.
Captains, sailors, warriors all,
Drink to their names undying!
Navymen, with pride recall,
They kept Old Glory flying.

Bainbridge, Blakely, Warrington—
Our freedom was their stake;
Farragut, Winslow, Porter's son—
They sailed for Union's sake.
When Maury set the course aright
And Mahan showed the way,
Our Navy won an empire bright
With Dewey, Evans, Schley.

★ ★ ★

With jealous friends and hardy foes,
Paul Jones was good as dead;
The *Richard* reeled from murd'rous blows
That night off Flamborough Head.
"Do you surrender?" Pearson hailed,
The vessels in death-grip;
"I've not begun to fight!" Jones railed,
And took the British ship!

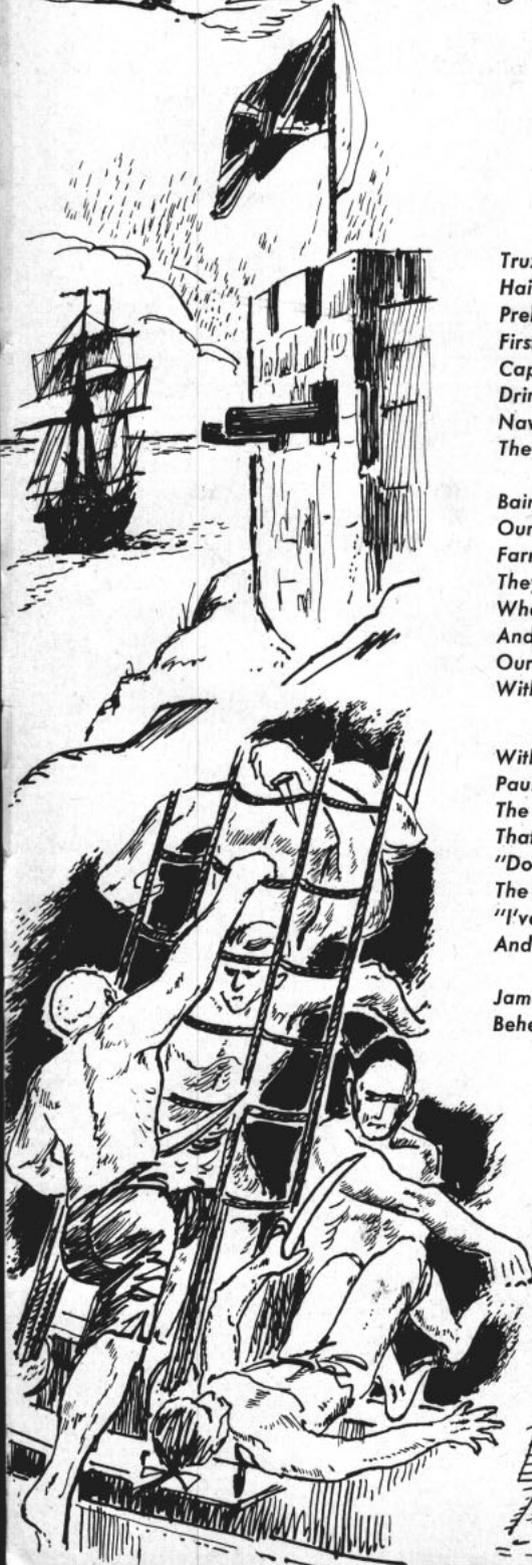
James Dacres of the *Guerriere*
Beheld an easy prey:

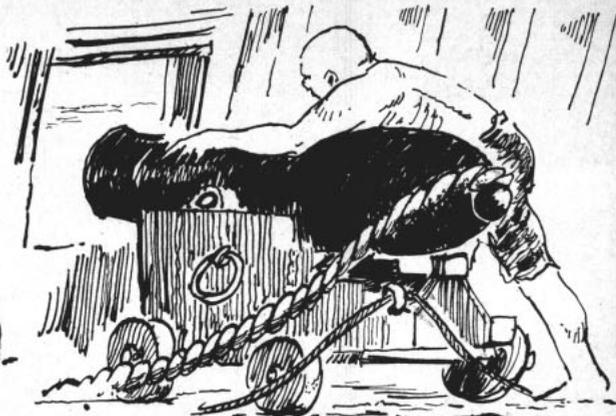
"A Yankee frigate looms out there;
We'll give the rascal play!"
"Now hull her, boys!" stout Isaac cried;
'Old Ironsides' volleyed thunder;
Dismasted, rolling on the tide,
The Briton knuckled under.

James Lawrence trod the quarterdeck
When Chesapeake fought Shannon;
The Yankee ship became a wreck
As cannon answered cannon.
The British boarders, led by Broke,
Made scuppers run blood-red,
But, as he died, brave Lawrence spoke:
"Don't give up the ship!" he said.

On Portland's shore, the men and boys
Heard thunder o'er the tide;
Broadships bellowed fearsome noise
As both the captains died.
The *Enterprise* prevailed at length,
The *Boxer* for her booty,
And Burrows gasped, with dying strength,
"Thank God, I've done my duty!"

"Now man the oars!" cried Perry,
With his flagship blown to hell;
The British cursed their quarry
As his boat dodged shot and shell!





Naval Tradition

NDS Magazine by Richard Meckel, JO2, USNR. It provides although the author observes that in some cases he has variations of the naval heroes slightly in order to make the poem follows the style of another nautical poem, by artist Meckel's work in a future issue.

*With broadsides' roar, Niagara smote—
The splinters flew in showers!
"We have met the enemy," Perry wrote,
"And the Britishers are ours."*

*Brave Tom Macdonough anchored fast
His ships in Plattsburg Bay;
George Downie's fleet came up at last,
That bright September day.
Though struck by falling spars, Tom cried,
"Haul Saratoga 'round!"
His flagship fired a fresh broadside
And British hopes were drown'd.*

*From Cherbourg Harbor bravely steamed
Semmes' raider Alabama,
While cheering Frenchmen shoreward
streamed
To watch the gallant drama.
The Kearsarge met this challenge bold,
And Winslow cried, "We've got 'em!"
As shells rained down, the raider rolled,
And plunged to channel's bottom.*

*Fort Morgan belched a flaming breath,
That searing August day,
As Farragut ran the Straits of Death
To enter Mobile Bay.
The Brooklyn's men a mine-field spied,
And yelled a warning dread;*

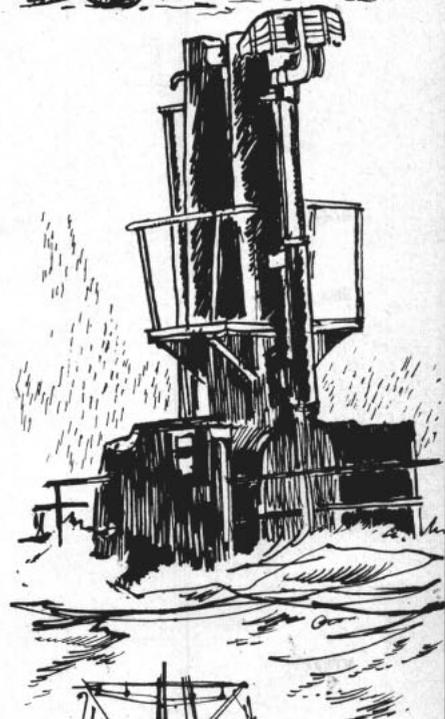
*"Damn the torpedoes!" Farragut cried,
Then called, "Full speed ahead!"*

*The Spanish warships lurked by night
Within Manila Bay,
Where Commodore Dewey meant to fight
When dawned the First of May.
Olympia's captain stood at hand—
The battle had begun;
"You may fire when ready, Gridley!" and—
The Spaniards' rule was done!*

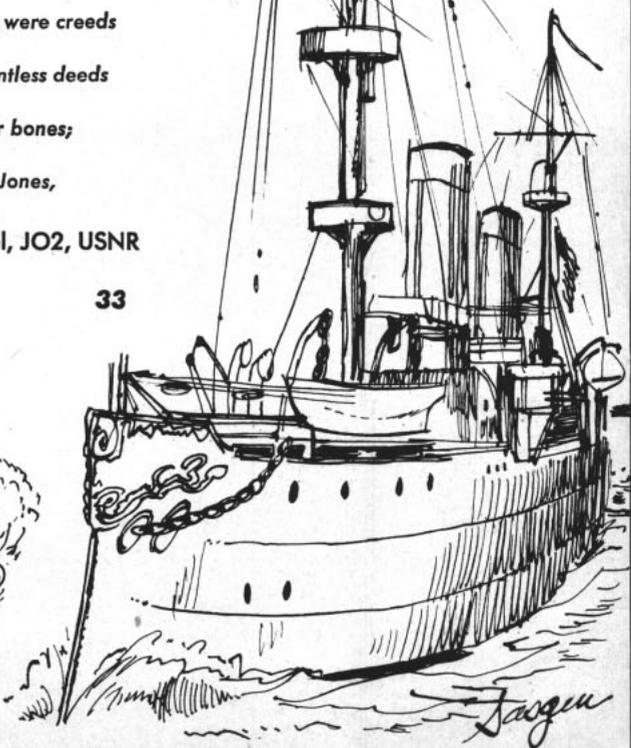
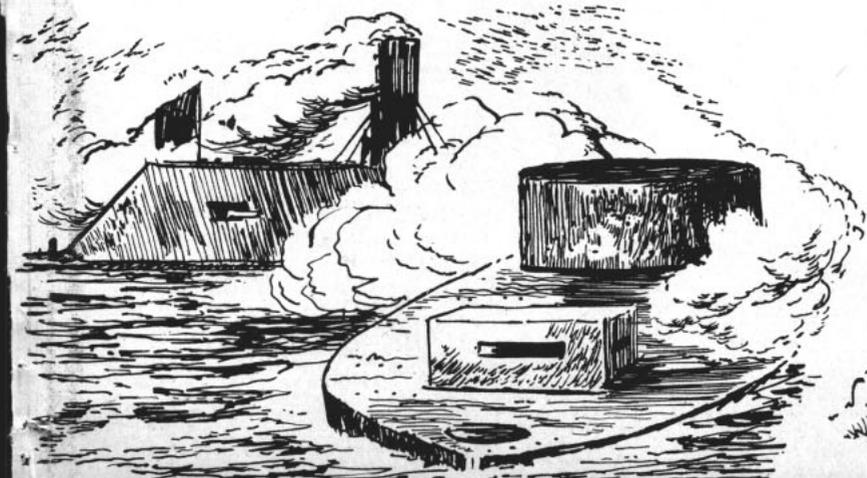
*With Howard Gilmore in command,
The Growler prowled the seas;
The surfaced sub was forced to stand
Against the Japanese.
Then, "Take her down!" brave Gilmore cried,
As Growler's peril grew,
And there on deck, the skipper died
To save his boat and crew.*

*Captains, Commodores—Their were creeds
Which set our standards high;
Their deathless words and dauntless deeds
Still bid us dare or die.
Honor and fame enshroud their bones;
Their legacies pass to thee:
Hail to the heirs of the gallant Jones,
And the Farraguts yet to be!*

—Richard Meckel, JO2, USNR



33





WE WON AN 'E'—

Get the

THE WINNING OF a battle efficiency "E" is a festive occasion. For a few days the Old Man is an Easy Touch and the light is green for special requests. Short but impressive speeches are made on fantails and commendations go to deserving members of the crew. Someone paints (with a dry, clean brush) the E on the bridge while the skipper, exec and half the crew look over his shoulder (everyone is in dress uniform, for the photographer).

"E" commands make a big thing of it. They should. They earn it. (See "How to Earn the 'E' Award," All Hands, July 1965.)

This year's winners include:

Cruiser Destroyer Force, Atlantic

Boston (CAG 1)
 W. L. Lind (DD 703)
 J. C. Owens (DD 776)
 Semmes (DDG 18)
 Goodrich (DDR 831)
 Forrest Sherman (DD 931)
 R. E. Kraus (DD 849)
 Ault (DD 698)
 Forrest Royal (DD 872)
 R. E. Byrd (DDG 23)
 Norris (DD 859)
 DuPont (DD 941)
 Barry (DD 933)
 Conyngham (DDG 17)
 Mullinnix (DD 944)
 Laffey (DD 724)
 Cromwell (DE 1014)
 J. K. Taussig (DE 1030)
 T. J. Gary (DER 326)
 Perry (DD 844)
 Brownson (DD 868)
 Yellowstone (AD 27)
 Arcadia (AD 23)
 Willard Keith (DD 775)

Submarine Force, Atlantic Fleet

Tusk (SS 426)

Mine Force Atlantic Fleet

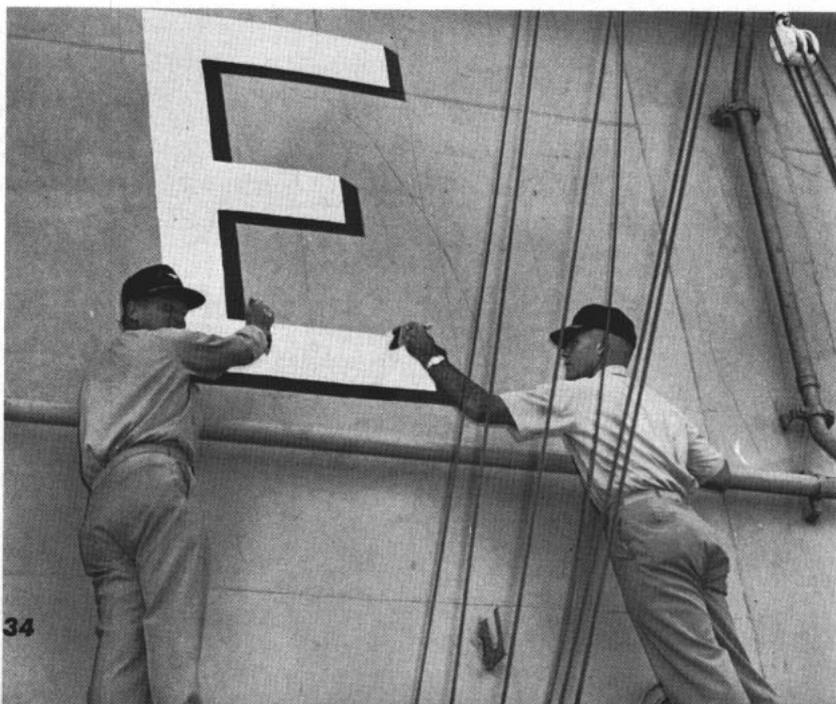
Meadowlark (MSC 196)
 Detector (MSO 429)
 Sturdy (MSO 494)
 Exploit (MSO 440)
 Vital (MSO 474)
 Fidelity (MSO 443)
 Aggressive (MSO 422)
 Sagacity (MSO 469)
 Salute (MSO 470)
 MSB 26
 MSB 8
 Orleans Parish (MCS 6)
 Pandemus (ARL 18)
 Nahant (AN 83)

Naval Air Force, Atlantic Fleet

Air Antisubmarine Squadron 22
 Helicopter Antisubmarine Squadron Three

SEWED UP—Carrierman from *USS Shangri La* (CVA 38) sews 'E' on uniform.

Below: CO and XO of *USS Ticonderoga* (CVA 14) paint Battle Efficiency 'E'.



Skipper a Paint Brush

Patrol Squadron 23
Patrol Squadron 44
Patrol Squadron 16
Shangri La (CVA 38)
Attack Squadron 176

Amphibious Forces, Pacific Fleet

Mount McKinley (AGC 7)
Summit County (LST 1146)
Vernon County (LST 1161)
Page County (LST 1076)
Alamo (LSD 33)

Submarine Force, Pacific Fleet

Swordfish (SSN 579)
Blackfin (SS 322)
Sea Fox (SS 402)
Scamp (SSN 588)
Chanticleer (ASR 7)
Medregal (SS 480)
Blueback (SS 581)
Segundo (SS 398)
Caiman (SS 323)
Redfish (AGSS 395)
Volador (SS 490)
Greenfish (SS 351)
Tang (SS 563)

Cruiser Destroyer Force, Pacific

Goldsborough (DDG 20)
Topeka (CLG 8)
Ernest G. Small (DDR 838)

Naval Air Force, Pacific

Air Antisubmarine Squadron 29
Helicopter Antisubmarine Squadron 6
Ticonderoga (CVA 14)
Hornet (CVS 12)
Pine Island (AV 12)
Fighter Squadron 92
Fighter Squadron 194
Attack Squadron 55
Attack Squadron 25
Heavy Attack Squadron 8
Patrol Squadron 1
Patrol Squadron 22
Patrol Squadron 47

Mine Force, Pacific

Engage (MSO 433)
MSL 21
Persistent (MSO 491)

Service Force, Pacific

Regulus (AF 57)
Elkhorn (AOG 7)
Mt. Katmai (AE 16)
Lipan (ATF 85)
Chipola (AO 63)
Ajax (AR 6)
Kennebec (AO 36)
Chowanoc (ATF 100)
Maury (AGS 16)
Grasp (ARS 24)

Amphibious Force Atlantic

Mountrail (APA 213)
Graham County (LST 1176)
Casa Grande (LSD 13)

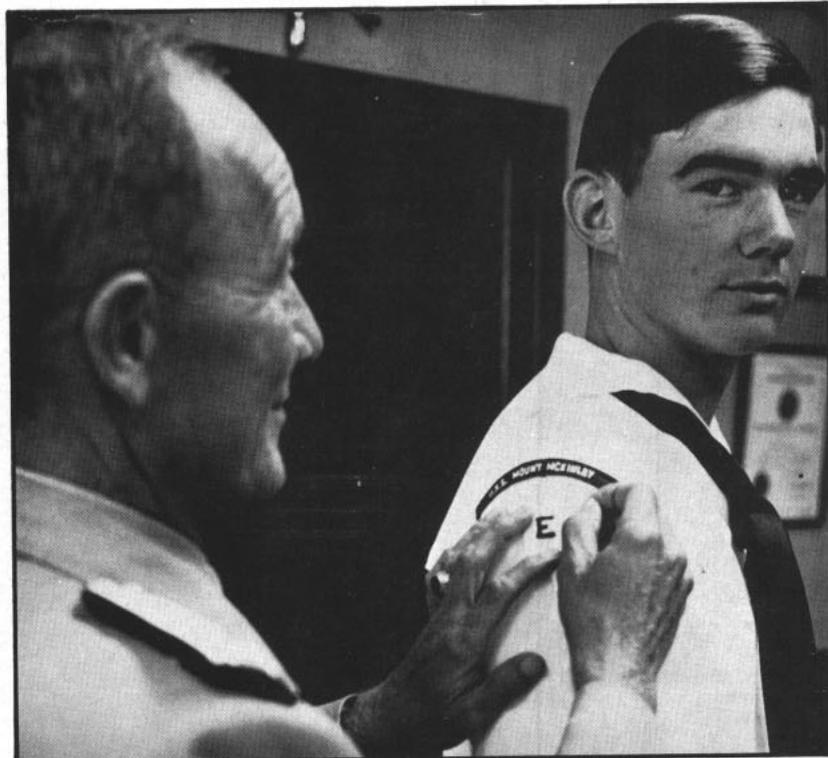
Amphibious Force Atlantic Cont.

Monrovia (APA 31)
Rankin (AKA 103)
Hermitage (LSD 34)
LCU 1490
Krishna (ARL 38)

Talbot County (LST 1153)

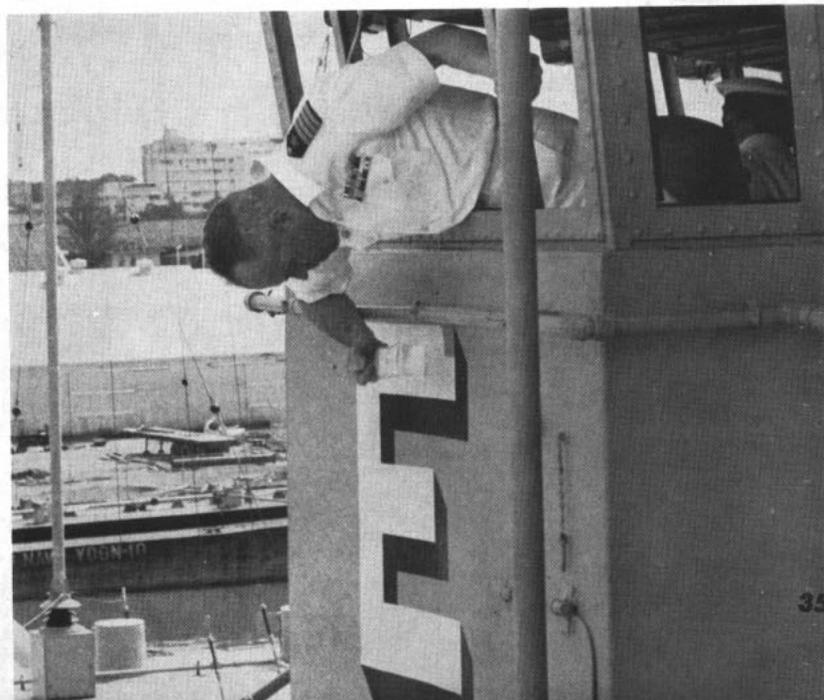
The above is a partial listing of this year's "E" winners. ALL HANDS will print the names of other winners when announcements are received from fleet commanders.

Jon Franklin, J01, USN



E DOES IT—VADM B. F. Roeder, Commander PhibPac, pins 'E' on Mount McKinley sailor.

FINAL TOUCH is given big 'E' painted on bridge bulwark of USS Boston.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



DOWN THE MISSISSIPPI—USS *Brumby* (DE 1044) eases into Mississippi as she leaves construction site and heads for Charleston, S. C., for commissioning.

New Lab for NRL

Scientists at the Naval Research Laboratory are going to be aided in their search for improvements to an ever-changing Navy by expanded facilities. Many of them will now be wracking their brains in the facility's new, ultramodern lab building. It provides floor space equal to three football fields.

Among other features, the four-floor lab has modular walls which can be moved to accommodate special space demands. Each room is equipped with hot, cold and chilled water, vacuum and compressed air outlets, natural gas, and electrical power at various voltage and current levels. The building was completed this summer.

The lab is 344 feet long and 106 feet wide and has a one-story pent-

house on the river end 50 feet above ground level. Three floors are devoted to laboratory and office space, while the fourth will contain electrical and mechanical equipment.

The concrete and glass structure is the first completed building in the Naval Research Lab's long-range development and rehabilitation program. NRL scientists have been working in buildings which date back to World War II.

Work is now progressing on a \$5,000,000 sector-focusing cyclotron being built for NRL on the southern tip of Bolling Air Force Base in Washington, D. C. Bolling is adjacent to NRL.

Other projects in the program include six more laboratory buildings; housing for technical services and research in acoustics, oceanog-

raphy, metals and ceramics; a mathematics center; an administration building; and a library-auditorium-cafeteria combination.

During the course of the expansion program, more than two dozen buildings will be demolished to make way for the new structures, but three of the first four major buildings used when NRL opened up in 1923 will be left standing and will continue in use.

New Construction

The escort ship *uss Brumby* (DE 1044) was commissioned at Charleston, S. C., to become one of the Navy's newest ships. Shortly after commissioning, the new ship headed for her home port of Newport, R. I.

Constructed at Westwego, La., *Brumby's* keel was laid 1 Aug 1963, and she was launched 6 Jun 1964.

As the fourth ship of the *Garcia* (DE 1040) class, *Brumby* is 415 feet long, 45 feet wide and displaces 3400 tons. She has bow-mounted long range sonar and variable depth sonar, and she is armed with anti-submarine rockets (*Asroc*), drone antisubmarine helicopter (*Dash*), antisubmarine torpedo launchers and two 5-inch single-mount guns.

Elsewhere in the construction scene, the amphibious assault ship *Tripoli* (LPH 10) was launched at Pascagoula, Miss.

She is the second ship to bear the name of the historic U. S. Marine engagement of 1805. The first *Tripoli*, an escort carrier, was commissioned in 1943 and stricken from the Navy Register in 1959.

Authorized under the Fiscal Year 1963 shipbuilding program, *Tripoli's* keel was laid on 15 Jun 1964. She is 592 feet long, has a beam of 84 feet and a full-load displacement of 18,000 tons.

The escort ship *Koelsch* (DE 1049) was launched at Bay City, Mich.

The ship is named for Lieutenant (jg) John Koelsch. He was pilot of a helicopter which crashed during a rescue mission in North Korea in July 1951. For nine days he led his men through enemy territory before they were captured. He died in October 1951 while a prisoner of

BUILDERS OF THE NAVY

When William S. Sims was only a lieutenant at the turn of the century, he was well aware that the Navy's gunnery could be improved. He knew that only 120 hits were scored at Santiago, Cuba, from 9000 projectiles fired. The United States victory over Spain, however, obscured the shortcomings of American gunnery and Sims found himself ignored. Nevertheless, as a result of later suggestions, he was appointed, in 1903, as inspector of target practice. Due, in part, to his ideas, the United States Navy was among the world's leaders in gunnery when Sims left the Target Practice Office in 1909.



war and was posthumously awarded the Medal of Honor.

Koelsch, designed primarily for antisubmarine warfare, is equipped with *Dash*, *Asroc* and antisubmarine torpedo launchers. In addition she will have two 5-inch/38 caliber mounts, one forward and one aft. She is 414 feet long, has a beam of 44 feet and a standard displacement of 3400 tons.

At Camden, N. J., the fast combat support ship *Camden* (AOE 2) was launched. As an AOE, she combines the capabilities of a tanker, ammunition and supply ship.

Camden displaces 53,000 tons, is 793 feet long and has a beam of 107 feet. Her top speed will be more than 25 knots.

PatRon Nine Comes Home

The Navy's Patrol Squadron Nine returned home this summer after a lengthy deployment in the Far East. It was a long haul and its men were glad to be back with their families.

The squadron had moved from NAS Alameda to NAS Moffett Field in January 1964 to make the transition from the Navy's SP2H *Nep-tune* to the P3A *Orion*. After the squadron became operational, it spread its wings and, leaving Moffett Field, was in Okinawa 18 flight hours and one fuel stop later. Within three days, VP-9 had relieved VP-6 on the line.

Patrol Squadron Nine flew with the Seventh Fleet supporting its operations in the Far East. When 1965 rolled around, the squadron began providing ASW coverage for the Fleet operating in the South China Sea, and its base of operations was moved to Sangley Point, P. I. While at Sangley, the squadron averaged more than 1300 flight hours per month. In March, flight hours soared to 1643.

In June, VP-9 relinquished its duties to VP-22 which had arrived at Sangley Point in April.

It Came Out of the Sea

At first, the new utility landing craft didn't appear different from the many others at U. S. Naval Amphibious Base, Little Creek, Va.

But a closer inspection, when the craft had been lifted clear of the water, revealed no drive shaft, propellers—at least not the kind you'd expect—or rudders.

LCU 1625 has a twin cycloidal propeller system driven by twin

banked diesel engines. It moves no faster than conventional LCUs. But what interests the Navy is the craft's maneuverability.

The knife-like blades of the cycloidal propellers are mounted on two circular plates in the rear underside of the craft. When the plates revolve, the blades also revolve. The pitch of the blades can be changed by pivoting them from side to side. When the pitch is right, and the plates are moving fast enough, a thrust is built up.

By changing the pitch of the blades, thrust can be exerted in any direction. To aid this maneuverability, each propeller can be operated independently; hence, the LCU needs no rudders. It is capable of making a 180-degree turn in a distance just over its own length, can make extremely quick stops and can execute a broadside movement when approaching a pier.

Assault Craft Unit Two accepted delivery of *LCU 1625* in July.

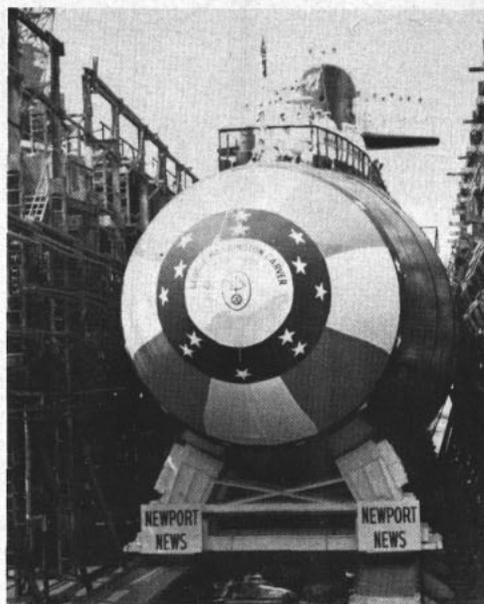
It is already a part of the Atlantic Fleet Amphibious Force, but like all new equipment, it will have to go through the trial period before it is completely accepted as a working reality. —Pete Lambousy, J02, USN

V/STOL Takes Off Again

POWERED BY FOUR T-64 turbo-shaft engines, an aircraft at Edwards Air Force Base, Calif., took off like a helicopter. Then the wing was shifted to a horizontal position for conventional flight. Later, the plane also demonstrated how, by putting its wing at a 35-degree angle, it could take off using only 150 feet of runway.

The airplane was, of course, the new tri-service Vertical/Short Take-off and Landing (V/STOL) XC-142A. And since the plane is tri-

USS George Clymer (APA 27), 23-year-old attack transport, passes Ballast Point on way to sea from San Diego harbor. Ship can carry up to 1500 troops.



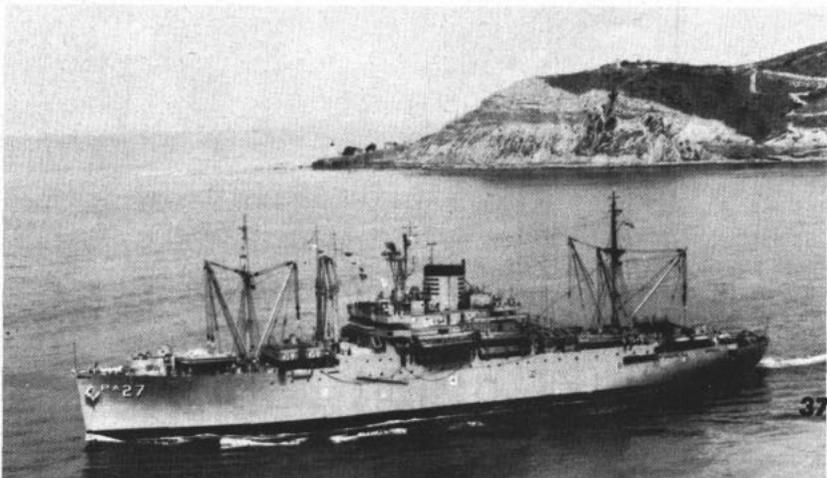
GOOD START—FBM sub *George Washington Carver* (SSBN 656) goes down ways at launching ceremony.

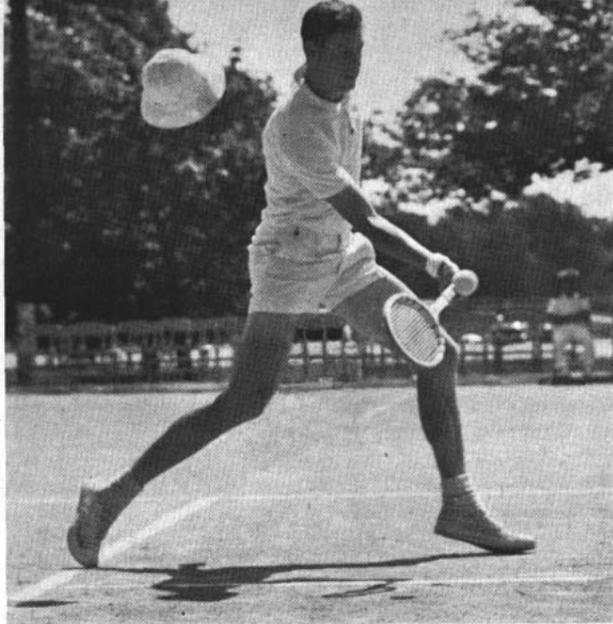
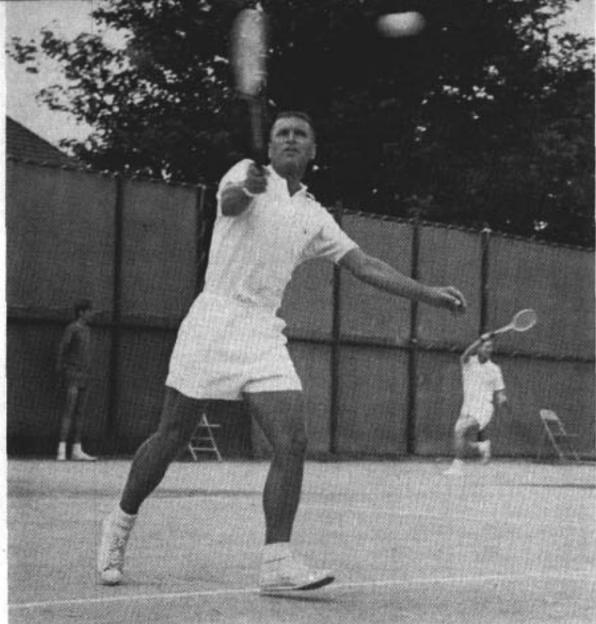
service, an Air Force major was the pilot while an Army major and a Navy lieutenant alternated as co-pilots.

This aircraft needs only a 350-foot square court from which to operate. With a watertight seaplane hull, it can be developed into an antisubmarine warfare plane.

For the next one and one-half years, this plane will undergo tests to determine its many possibilities. The aircraft will drop military cargo and equipment and operate from aircraft carriers, to name but two jobs for which the XC-142A is slated.

Twelve pilots from the three services will put this plane and three others like it through the paces. However, the other three V/STOL aircraft will not be assigned to Edwards AFB until later this year.





STRONG SENIOR—Senior singles champ Candland delivers return. *Rf:* Fedigan takes hat off to opponent in All-Navy.

Navy's Top Racqueteaders and

IF MARATHON TENNIS playing is a sign of championship caliber, the right man is the 1965 All-Navy Singles Champion. And the man he beat for the title is rightfully the runner-up.

In the semifinal round, it took Lieutenant Tom Haney, DC, SoLant, five hours and five minutes to upset tournament favorite Howard Johnson, YN3, PacCoast. Their marathon match seesawed through the full five

sets before it was decided with scores of 6-4, 3-6, 12-10, 5-7, 7-5; they played a total of 65 games.

Johnson was a semifinalist in 1964 and a member of the Navy's Interservice squads since 1963.

Lieutenant (jg) Marty Fedigan, SoLant, also had difficulties in the semifinal round. His match with Lieutenant Bob Castle, PacCoast, turned out to be another time-consuming battle. Their five sets lasted

four hours and 10 minutes.

Fedigan took an edge in the first two sets, 6-4, 9-7. Then Castle made a hard-fought comeback, winning the next two sets, 6-3, 7-5, to even the score. In the final set, Fedigan eked out a 6-4 win to gain a berth in the finals.

The extended singles matches forced the postponement of the open doubles semifinals until the following day. That move left Haney, Castle, Fedigan and Johnson involved in a number of matches the next day—but they weren't marathons.

The open singles final was anticlimactic, as SoLant teammates Haney and Fedigan had it all to themselves. Fedigan, who played for WestPac in last year's All-Navy, offered his full resistance, but Haney won the match and the title in straight sets, 7-5, 6-4, 6-0.

Singles losers Johnson and Castle paired up to win the open doubles crown, giving PacCoast its only title in this year's tournament.

Getting off to a slow start in the semifinals, they lost a set to Tom Haney and Ensign Dave Brooks, 6-2, then won the match in straight sets by scores of 6-1, 6-4, 6-4.

That slow start was repeated in the finals match with Fedigan and Marine 2nd Lieutenant George O'Connell, but again the PacCoast pair won in four sets, 4-6, 6-3, 6-4, 9-7.

The Castle-Johnson duo lost only

EASTERN team of Cozad, Farrington, Busby, Newland (*l-to-r*) won All-Navy.





JUMPER—Janet Newland jumps for return in All-Navy.



NATIONAL pistol champ Don Hamilton poses with trophy.

Sharpshooter

two sets on their way to the doubles championship.

Senior singles incumbent and 10-time Navy tennis champ Jack Candland, AQCM, SoLant, successfully defended his title by downing CAPT Bill Foulkes, NorLant, 6-4, 6-2.

Candland, always in good form, won all three of his All-Navy matches in straight sets.

Calvin Karrh, JOC, paired with Candland in the senior doubles division to give SoLant another tennis title. Foulkes and CDR Stan Potts were smothered, 6-1, 6-1 in the final match.

In the final tally, SoLant won three titles, and PacCoast had one. The East Side girls won a clean sweep in women's All-Navy tennis.

(Women's All-Navy tennis, unlike men's, has only two teams competing—East and West. The women play through district championships, then play in either the East or West regional to determine who goes to the All-Navy.)

Perennial favorite Jean Farrington, YNC, East, won an unprecedented fifth straight women's singles title. She used only six sets in her three matches.

Runner-up Pat Busby, SN, West, lost the first set of the final match, 6-3, but gave Farrington a hard battle in the second and final set, before losing by a 9-7 score.

On the following day, Farrington

paired with Margaret Cozad, PN1, whom she had defeated in the singles semifinals, to win the doubles championship. The pair finished off Pat Busby and Janet Newland in straight sets, 6-3, 6-1.

Busby, playing with a new partner this year, was part of the 1964 champion doubles team.

At the end of the All-Navy tournament, officials selected the following men to represent the Navy at the Interservice Tennis Championships: Foulkes, Candland and Karrh, sen-

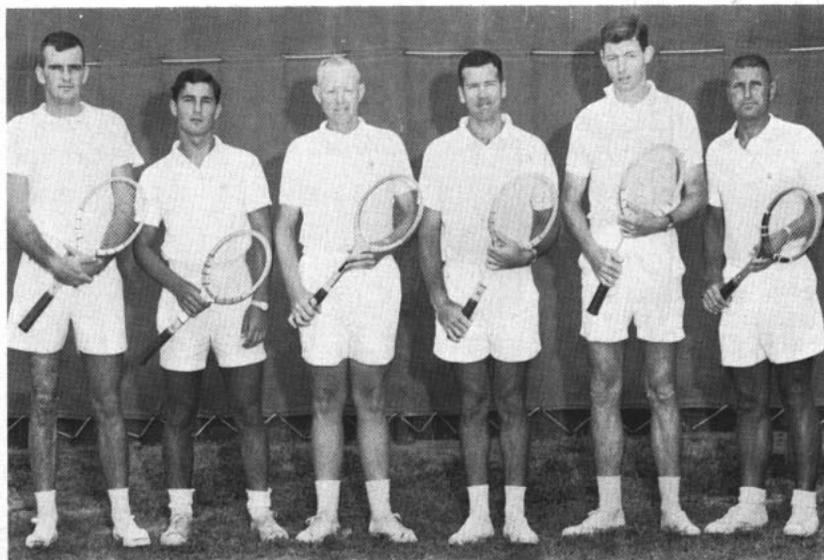
ior division; and Haney, Castle, O'Connell and Johnson, open division.

Interservice Results

Navy's senior division tennis players came out of the 1965 Interservice Championships with a sweep of both titles, but the younger generation didn't fare so well, as Army took both open division titles.

Jack Candland, AQCM, defeated Army LtCol Philip Hardie, 6-1, 6-3 to win the senior singles championship. Candland got through the In-

SOLANT's champions were (l-to-r) O'Connell, Brooks, Karrh, Haney, Fedigan, Candland. The six took three of four championships and two second places.





NAPLES ALL-STARS pose with big smiles and trophies they won in 1965 Naval Forces Europe Softball Championship.

terservice meet in the same fashion as he won the All-Navy title—without losing a single set.

Hardie had beaten Navy's other senior singles entry, CAPT Bill Foulkes, in the semifinal round.

Candland then paired with Foulkes to win the senior doubles crown by defeating the Army team of Hardie and Dennis, 6-3, 8-6, 6-4.

In open competition, none of the Navy entries got past the first round of play, as Army Specialist 4/c Rudy Hernando breezed through the singles competition and paired with PFC Harrison to win the doubles title.

—Kelly Gilbert, JO2, USN

Hamilton Hot As a Pistol

The first Navyman to win the National Pistol Championship in its 63-year history is Donald Hamilton, ADR1, USNR, of Naval Air Reserve Training Unit, Washington, D. C.

Hamilton shot a total aggregate score of 2649-133x in winning the Camp Perry, Ohio, meet. He defeated more than 2200 other pistol shooters, both military and civilian, in the three-day competition.

In compiling his winning score, Hamilton shot his way to second place finishes in all three aggregate divisions. He scored 888-46x in the .22-caliber aggregate, 879-44x in the .45-caliber aggregate and 882-43x in center fire aggregate.

But the second place scores were good enough for first place in the over-all tally.

Second place was taken by Army Sergeant First Class William B. Blankenship, who had a string of five consecutive wins in the event, and was favored in this year's shooting. Hamilton also beat Blankenship for the International Pistol Championship earlier this year.

Hamilton also won two other titles—the .22-caliber timed fire and rapid fire events.

Naples Is NAVEUR Champ

The Naples Navy All-Stars edged out a strong *uss Holland* (AS 32) team, 4-3, in an extra-inning play-off game to win the 1965 Naval Forces Europe Softball Championship on home ground.

It was the second consecutive title

for the All-Stars, and their third in four years.

Holland had beaten the Naples team, 2-1, in their first meeting of the tournament. This forced the play-off when Naples won its next three outings.

The final game climaxed an eight-day series in which eight other Navy teams participated. They were: Morocco; Rota, Spain; *uss Tidewater* (AD 31); Bremerhaven, Germany; Karamursel, Turkey; Mildenhall, England; Londonderry, Ireland; and *uss Sylvania* (AFS 2).

During an awards presentation ceremony, *Holland* shortstop Stackhouse was named Most Valuable Player of the tournament, Naples pitcher Bob Hess was given the Outstanding Pitcher award and both were named to the All-Tournament squad.

uss Tidewater received the Team Sportsmanship Award.

Currituck Gets the Turtle

Tennis has a Davis Cup, hockey has a Stanley Cup and the Navy men from *uss Currituck* (AV 7) have a Turtle Trophy.

It all started during an informal visit by some *Currituck* officers to the governor of a small Vietnamese island. He suggested that the Navy men meet a garrison of Republic of Vietnam soldiers in athletic competition. Soccer and volleyball were agreed upon as the sports to be played.

The following weekend a caravan of *Currituck* sailors were met by ARVN trucks and driven to the village. After the teams were presented to the governor, the soccer match got underway.

Most of the game was played in

OARSMEN from *Springfield* (CLG 7) practice for Villefranche regatta race.



Currituck's half of the field. At half-time, the most overworked man on the team was the *Currituck* goalie. Halftime score: ARVN 3, *Currituck* 1.

The second half was almost a repeat of the first, as the Vietnamese scored a 5-1 victory.

A trophy presentation was held, and the Vietnamese were given an 18-inch preserved turtle shell. The captain of the Vietnamese team accepted it, then presented it to the Americans as a gesture of friendship.

Next came the volleyball game, where the *Currituck* men had a decided advantage—height. They averaged well over six feet, the tallest man being 6'7".

The Vietnamese were quite a bit shorter—when they were on the ground. In a long display of teamwork and agility, the Vietnamese again scored a victory, two games to one.

At the end of the day, the sailors from *Currituck* had the trophy, and the Vietnamese soldiers had the victories. They all had fun.

Cruiser Rowers' Second Chance

How many times have you heard the expression, "If I had it to do over again . . .?"

A five-man rowing team from USS *Springfield* (CLG 7) got that chance—and made the best of it. It happened like this:

Springfield sent a shell rowing team to compete in a regatta in Villefranche, the ship's home port. Competition in the contest included teams from Monte Carlo, Nice and, of course, Villefranche.

During the official race for the cup, *Springfield's* shell had a rudder failure and veered off course. The team finished third.

When informed of the difficulty, the Nice club suggested a rerun of the race. This time the Navymen won by half a length.

After the race the teams gathered at the awards stand. In the presentation ceremonies, the cruiser crew was awarded the third place pennant it had taken in the official run, and each member of the team was given a small gold medal.

The winning Monte Carlo club then presented the first place race cup to the *Springfield* oarsmen in a gesture of sportsmanship, and invited them to participate in the next rowing event of the season.

How could they refuse?

FROM THE SIDELINES

MOST ATHLETES have their favorite piece of gear, be it a baseball glove, putter, racquet, or what have you. But Lew Deveraux, ATN3, of Patrol Squadron One, didn't even have the benefit of his own equipment when he competed in the 1965 Hawaii AAU Javelin Championships—added to the fact that he hadn't competed in a sanctioned event in two years.

Deveraux was able to check out a pair of football shoes—not in the best track and field style, but they'd do—from NAS Barber's Point Special Services Office. A javelin was obtained from the University of Hawaii Athletic Department.

Off he went to the track, where he threw the spear 211'2" in his best effort, and beat his nearest competitor by nearly 20 feet.

Later, when Devereaux made the rounds to return the borrowed gear, he kept one item for himself—the trophy. Borrowed gear or not, he had the one thing he couldn't borrow for the meet—talent.

Another Navy track and field man of note is Lieutenant (jg) William E. Ransom, of Naval Air Transport Wing, Pacific (MATS). He specializes in the decathlon and pentathlon events, which are fair tests of any man's strength and stamina.

The decathlon consists of the 100-meter run, 110-meter hurdles, 400-meter run, 1500-meter run, broad jump, discus, high jump, pole vault, javelin and shot put.

Ransom's most recent accomplishment is a sixth place finish in the NAAU Decathlon Championships at Bakersfield, Calif. He competed with 19 others from colleges and universities, athletic clubs and the military services.

In national pentathlon competition, he has scored as high

as second place. Pentathlon events include the 200-meter run, discus, broad jump, javelin and 1500-meter run.

When one man is that proficient in so many events, it's no wonder so many of us are spectators.

Softball has its surprises, especially around Pensacola, Fla.

Theodore Vincent, ADR2, has pitched two no-hit games this season for his Ellyson Field team, but he received credit in the books for only one of them.

In the first—the one he got credit for—he struck out seven and walked none, as the Falcons beat NAAS Saufley Field, 10-0.

A second no-hitter, the one he didn't get credit for, was pitched all fair and square, but it will never get into the records, as Ellyson Field lost the game, 1-0, on two errors.

Members of the AirLant golf team believe in giving credit where it's due, so they're attributing a good portion of their success this season to a seaman named Dave Bollman.

Bollman, an ex-Big Ten golfer, reported to the command in May. Since then he won nine straight matches in league play, walloping his opponents with scores ranging from 66 to 73.

Out of 27 possible match points, not one point was scored against him in the medal play matches.

Bollman's sub-par rounds have also served as an impetus for the other members of the team. As a result, the AirLant Flyers won the Fifth Naval District Golf Championship, their second in three years with a 14-1 record.

And Bollman also plays basketball.

—Kelly Gilbert, J02, USN

Brief news items about other branches of the armed services.



THUNDERBIRDS, USAF demonstration team, make jet sweep over Air Force Academy in Colorado during show.

TWO COAST GUARD CUTTERS from Washington State, USCG *Point Ellis* and *Point Welcome* were among the first Coast Guard vessels to operate off the Vietnamese Republic's coast.

Each of the long, shallow-draft vessels is manned by two U.S. Coast Guard officers, eight enlisted men and three Vietnamese officials. Their mission is to interdict the flow of men, weapons and material being sent by sea to the Viet Cong guerrillas.

Before being shipped to Vietnam, the vessels were used for search and rescue and law enforcement in the United States. Their crews received special training at Subic Bay, Philippine Islands before taking up their duties in Vietnamese waters.



THE ARMY HAS FOUND a new way to make a grader go further: Cut it in half.

A full-size commercial type grader is too heavy for helicopter-lift or transport in air assault operations. But half a grader is light enough.

To see how this idea would work, the Army's Engineer Research and Development Laboratories cut a 19,000-pound grader into two sections. Special modifications were necessary so that the grader could be put back together easily and quickly. Initial tests show that the two sections can be reunited in 15 minutes by two men using hand tools.

The modifications, of course, increased the weight of the two sections. However, each remains within the specified limitations for helicopter lift.



THE AIR FORCE has cut the time it takes to air-evacuate wounded men from overseas to the U. S. by two-thirds since the Korean War.

In Vietnam, this means that flights that once took 40 hours are now completed in 13 hours of flying time across the Pacific. The reason is modern jet aircraft.

This rapid aeromedical evacuation system, coupled

with advances in medical technology, permits scarce medical specialists to be concentrated in areas where they can be most effective. Further, it contributes to a decrease in combat fatalities.

In World War I, 8.1 per cent of the wounded who reached medical facilities died. During World War II, the rate was 4.5 per cent and during the Korean War the rate was reduced to 2.3.

During the Korean conflict, it took aeromedical propeller aircraft from 32 to 40 hours to airlift sick and wounded from Japan, Korea or Southeast Asia. Today, the same flights are made by jet aircraft in nine, 10 and 13 hours.

The Military Air Transport Service, the command responsible for military aeromedical evacuation, estimates that patients can be moved from any part of the world to U. S. hospitals in less than 24 hours.

Overseas patients arrive at Travis AFB, Calif., or McGuire AFB, N. J. From these points MATS C-118 *Liftmaster*, C-131 *Samaritan* or Air National Guard C-121 *Constellation* aircraft move patients to the service or Veterans Administration hospitals nearest their homes that provide specialized medical care required for the particular patient.



THE ARMY has successfully test-fired two versions of its new medium antitank weapon. Sometime in the near future one of the two weapons will be chosen for further development.

Whichever version is chosen, it will be small and light enough to be carried by one soldier and fired

MORSE CODE translator being tested by Army puts code in readable form for untrained receivers to copy. Code can be received over great distances despite interference.



from the shoulder. It will be used by platoons, both as a defensive and as an assault weapon.

One model, the directional control weapon, features a self-contained guidance system within the missile which permits it to fly along the line-of-sight established by the gunner. Another concept uses fine connecting wires between the launcher and the missile. The flying missile tails the wire behind it, connecting it to the guidance control system in the launcher.



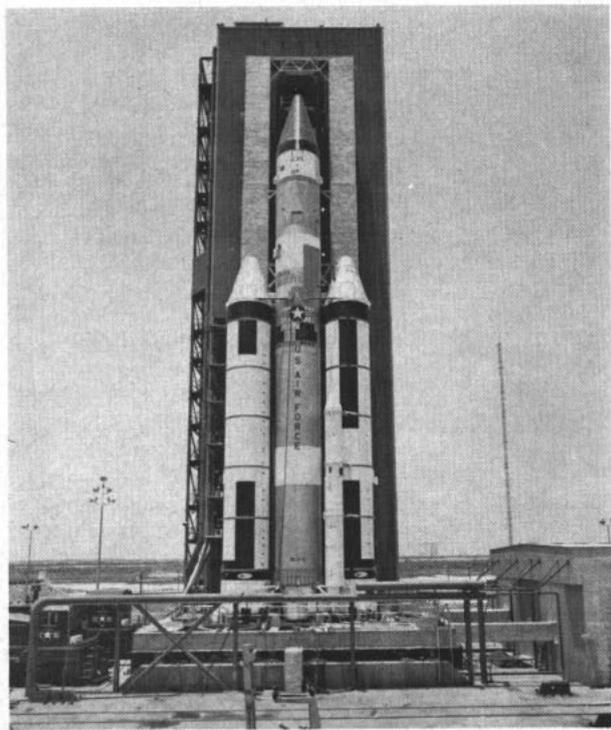
THE LAST ICBM in the Air Force's *Minuteman I* program has become operational in Wyoming. The missile, the last of 800, completes the fifth *Minuteman I* wing. All five wings are controlled by the Strategic Air Command.

Minuteman I is a three-stage, solid propellant missile with a range of more than 6300 statute miles and a speed of 15,000 mph. Each weighs about 65,000 pounds and may be launched almost instantly from individual blast-resistant underground silos. Because *Minuteman I* is solid-fueled, storage and maintenance problems are almost nonexistent.

The five wings are located at Warren AFB, Wyo.; Malmstrom AFB, Mont.; Ellsworth AFB, S.D.; Minot AFB, N.D.; and Whiteman AFB, Mo. Operational control for each 10 launchers is located in a centralized site.

Sites for three squadrons of the improved *Minuteman II* type are now under construction at Grand Forks AFB in North Dakota. An additional squadron of *Minuteman II* has been authorized for Malstrom AFB. When the entire *Minuteman* development program is completed, SAC will have 1000 of the ICBMs.

BIG PUSH—Air Force *Titan III-C* has two-million-pound thrust to lift manned or unmanned payloads into space.



FROM THE PAST—1800-ton barque *Eagle* sails for New London from Alameda, Calif., with CG Reservists.

COAST GUARD RESERVISTS from Alameda, Calif., are laying aloft, hoisting the mainsail and heaving to.

They are undergoing six weeks of training in seamanship aboard the three-masted barque *Eagle*, borrowed for the cruise from the Coast Guard Academy. The route will take them from Alameda to New London, Conn., via the Panama Canal.

On the cruise the Reserve sailors are learning to handle lines, winches and other equipment to keep the ship in sailing trim.

During the second half of the cruise, the Reservists will transit the Caribbean during the usual hurricane season to put their smooth-water learning to use under extreme conditions.

Eagle is an 1800-ton auxiliary barque (a three-masted ship with foremast and mainmast square-rigged and the mizzenmast fore- and aft-rigged) used by the Coast Guard Academy for cadet training cruises. She was launched in 1936 at Hamburg, Germany, bearing the name *Horst Wessel*. After WW II, the barque was sailed to the U. S. as part of the war reparations.

On her arrival in this country, the ship was renamed *Eagle*, a name borne by a long line of famous Coast Guard cutters.



THE SPACE AGE is exerting a very noticeable impact on the Air Force ranks. Billets for 128 USAF officers have been established at the National Aeronautics and Space Administration's Manned Spacecraft Center in Houston, Texas. By March 1966, six majors, 38 captains and 84 lieutenants will be assigned there for two year tours, under terms of an Air Force/NASA agreement.

While augmenting the NASA flight operation staff, the officers will simultaneously receive on-the-job training and experience in the operational control of manned space flights.

All selected officers are engineering graduates.

THE WORD

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

• INVOLUNTARY EXTENSIONS—

Due to the President's decision to increase U. S. military strength in Vietnam, the Navy faces immediate, additional operational commitments. More men are needed, and action has been taken, through stepped-up recruiting efforts and introduction of draftees, to increase the number of men entering the Navy.

In addition, a heavier burden is being placed on trained men already in service. The Navy must rely heavily on its trained men to carry an increasing workload while new men are trained for important jobs.

To meet these pressing demands, it has become necessary to modify separation policy temporarily for men who intended to accept their separation papers in the near future. Generally speaking, this means an involuntary extension of service for both officers and enlisted men.

Personnel planners in BuPers have spent considerable time trying to work out the best solution to the manpower shortage problem. They were confronted with the necessity of meeting urgent operational requirements in officer and skilled petty officer billets within a short time span.

The addition of draftees was one measure adopted to increase the number of men in service (an additional 36,500 men over the present manning level are needed); however, this step does not contribute to meeting the immediate additional operational commitments.

After exploring every possibility of meeting this latter problem through voluntary measures, the Navy was obliged to use the authority granted by Congress to involuntarily extend personnel.

This measure has been implemented on an interim basis.

Officers will be required to serve up to 12 months beyond their scheduled separation date. Enlisted men must serve an additional four months. However, there are exceptions, as noted below.

For enlisted men, the involuntary extension will become effective when the normal separation date arrives—unless a voluntary extension or reenlistment is to go into effect. For

officers, voluntary separations will be deferred on a selective basis.

The extended service will apply only to Regular Navy officers, warrant officers and enlisted personnel. Reserves on active duty are not included.

In addition, Navymen who voluntarily extended their enlistments, in response to the Secretary of the Navy's request last May, will be credited with the time served in a voluntary extension toward satisfying the four-month requirement.

OFFICERS—Subject to the needs of the service, and except in cases of personal hardship, selective deferrals for periods up to 12 months (but not beyond 29 and a half years of active service) will apply to:

- Requests for voluntary retirement from captains with designators 1400, 1510, 1620, 2100, 2200, 2300 and 5100; and commanders and below (all designators).

- Requests for voluntary resignation from all permanent Regular officers (except Regular NROTC officers completing initial obligated service).

- Requests for reversion from Regular officer to permanent warrant or enlisted status; also, requests for terminations of temporary appointment and transfer to Fleet Reserve.

Exceptions — Retirement, resigna-

All-Navy Cartoon Contest
Charley Wise, HMCS, USN



tion and termination orders issued before 14 August will be executed. All pending requests, however, will be governed by the above regulations.

ENLISTED—The four-month involuntary extension of enlistments became effective at 2400 15 September. It applies to all Regular Navymen who do not come under one of the exemption categories, including personnel who have received authorization to transfer to the Fleet Reserve on a date subsequent to 15 September. Requests for other exemptions will be considered only in the case of a valid hardship condition, which is reported in accordance with *BuPers Manual*, Art. C-10308.

Exceptions — Personnel receiving punitive discharges, administrative separations and other types of separations specifically authorized or directed by the Chief of Naval Personnel.

- Personnel whose retirement has been directed or authorized or whose continuation on active duty has been specifically limited by current directives.

- Personnel whose household effects have been shipped incident to separation.

Also exempt from the involuntary extension measure were enlisted men accepted in an accredited college before 14 Aug 1965, for classes convening before or after 15 September, provided they met all other requirements outlined in *BuPers Manual*.

Personnel involuntarily extended are not entitled to additional pay, reenlistment bonus, accrued leave payment or mileage expenses at the time of their involuntary extension.

However, the above benefits remain in force for those who reenlist or voluntarily extend their enlistment for an appropriate length of time.

The Secretary of the Navy announced the above modified procedure on 14 Aug 1965. ALNAV 45 carried the message to the Fleet.

• OFFICER VOLUNTEERS NEEDED

—The Navy wants volunteers for Vietnam who have from one and a half to four stripes on their sleeves. All designators are needed.

The need for volunteers who rank from LTJG through captain is a continuing one. The tour is for one year and without dependents.

Officers who are interested may submit applications by speedletter via their commanding officer to the Chief of Naval Personnel, attention cogni-

zant grade assignment desk. Reserve officers must have sufficient obligated service remaining, or agree to extend, to permit a 12-month tour in the area.

• **ENLISTED CHOSEN FOR WO AND OCS**—Close to a thousand Navy men have been nominated for appointment to warrant and commissioned status in the Regular Navy. The majority, 909 men, will become warrant officers, while 50 will become ensigns under the integration program. Of those chosen for integration, 41 will become officers of the line, while nine will join the Supply Corps.

The selections are not final until all administrative and physical requirements have been met. Physical examinations, though given locally, must be approved by the Chief of Naval Personnel, who will act on recommendations from BuMed.

BuPers Notice 1120 of 14 July, which announced the selections, cautioned Navy men against purchasing uniforms or selling homes until the appointments have been received at their commands.

Warrant officers with aviation designators will attend school in Pensacola, Fla., while the remainder will go to Newport, R.I.

Nominees for warrant officer who qualify for commissioning will be appointed at their present duty stations, then go to school. Men who qualify for the integration program will be commissioned after successful completion of OCS.

Orders for all selectees will be issued by BuPers as soon as possible. Most orders will include a directive to report to school, then to an ultimate duty station.

The commands of the chosen Navy men are required to send a speedletter to BuPers, including personal information concerning the nominee and whether he will accept or decline the appointment. The letters will include Officer Preference and Personal Information Cards (NavPers 2774, Rev. 5-62) and Officer History Cards (NavPers 765, Rev. 11-62). Navy men chosen for appointment to aviation warrant officer should indicate whether or not they desire duty involving flying.

BuPers Notice 1120 also included a list of alternates for the warrant program. The alternates will be appointed, subject to the needs of the service, only when a selectee declines the appointment.

All-Navy Cartoon Contest
E. L. McCaul. ATW3, USN



• **MSTS SHIPS TO PACIFIC**—Six Military Sea Transportation Service (MSTS) ships, previously assigned in the Atlantic, will no longer sail between the U. S. and Europe—at least until further notice. The six ships have been reassigned to the Pacific area in connection with moving U. S. forces to Vietnam.

Dependents and troops will be transported to and from Europe by commercial transportation and by MATS and MATS-chartered aircraft during the curtailed MSTS operations in the Atlantic. It is not known at this time when MSTS transport service will be resumed in the Atlantic.

• **NO MORE CPOs (ACTING)**—Navy men who are advanced to CPO after 1 November will receive permanent appointments to their new rate, and all men presently serving in acting appointments to CPO will become permanent on 1 November.

Award of permanent appointments after three years in pay grade E-7 has become automatic except for the red tape, so BuPers has decided to scrap the paperwork.

Previously, chiefs due for per-

New Correspondence Courses

Four revised correspondence courses were made available by the Naval Correspondence Course Center recently. They are:

ECC Boilerman 1 & C, NavPers 91514-3 (supersedes NavPers 91514-2B).

ECC Aviation Machinist's Mate "R" 3 & 2, NavPers 91368 (supersedes NavPers 91597-B and NavPers 91598-1A).

OCC Naval Communications, NavPers 10416-A (supersedes NavPers 10416-1).

OCC The Communication Officer, NavPers 10403-A (supersedes NavPers 10403-2).

manent appointment were required to submit a request to the Bureau.

Permanent appointments for new CPOs will come directly from BuPers. Acting chiefs now in the Fleet will receive their permanent appointments from their commanding officers.

Further information is contained in BuPers Notice 1440 of 20 Aug 1965.

• **TRAVEL CHANGES**—Should a Navy man be assigned temporary duty (or temporary additional duty) for more than six months, and have no place to put his household effects, he may store them at no personal cost. Of course, once he returns to his permanent duty station or he is assigned to a new permanent station, he has 30 days to withdraw his effects from storage. After that, he begins to foot the bill.

That's the gist of one of the new procedures outlined in Change 151 to *Joint Travel Regulations* which recently has been issued. The other changes:

• Exclude the transportation used between duty station and commercial transportation terminal in determining whether mixed travel (paid partially by the government and partially by you) is involved, and whether travel was performed entirely by commercial transportation between points listed.

• Prescribe travel and transportation allowances for members of the Senior Reserve Officers Training Corps (ROTC).

• Except under specified conditions, a service member cannot have his private automobile shipped from one U. S. port to another.

Under the last change, here are the special cases in which you can transship your car:

• Your orders are changed before you receive your vehicle at the designated port.

• The Secretary of the Navy or his designated representative authorizes the shipment.

• You agree to reimburse the government for the transshipment.

• Direct shipment will not be available from the port of origin to the designated U. S. port in the foreseeable future, and you have already turned in your car for shipment.

If you would like more information on any of these points, check with *Joint Travel Regulations* and your command's personnel officer.

THE BULLETIN BOARD

Dependents Evacuated From Outside CONUS May Receive Travel Reimbursement

Under the provisions of Public Law 89-26 Navy dependents who were ordered evacuated from locations outside the United States, beginning 1 Feb 1965 and until 30 Jun 1966, are entitled to allowances to reimburse them for their travel expenses.

The immediate application of the law, of course, is to those evacuated from Vietnam beginning last February and from the Dominican Republic. These dependents may be paid a per diem allowance to cover their travel expenses from their sponsor's duty station to the United States. Payment of the allowance is also authorized for 30 days after arrival at the United States port of debarkation.

The law also covers dependents who were evacuated from their sponsor's duty station to a safe haven elsewhere and returned to the United States from that haven as well as dependents who were en route to their sponsor's duty station and turned back before arriving there.

Dependents who are evacuated to a designated place in the United States will also be paid a dislocation allowance equaling one month's basic allowance for quarters.

The law's coverage also provides for the transportation, at government expense, of one privately owned motor vehicle.

The Navy Finance Center at Cleveland, Ohio, has attempted to contact every Navy wife who was evacuated either from Vietnam or the Dominican Republic inasmuch as she is the person to whom the allowance normally would be paid.

Each wife was requested to furnish information concerning the dependents who were traveling, along with information on what travel was done. A copy of the travel orders is necessary. Also, if available, the original or certified copy of the Emergency Payment Authorization (DD Form 1337) should be provided.

Any Navyman whose wife was evacuated from Vietnam or the Dominican Republic and who had not

been contacted by the Navy Finance Center by 15 August, should bring the matter to the attention of his commanding officer.

Navy dependents who shipped their cars from Vietnam or the Dominican Republic will have the shipping costs to the nearest point in the U.S. paid by the government.

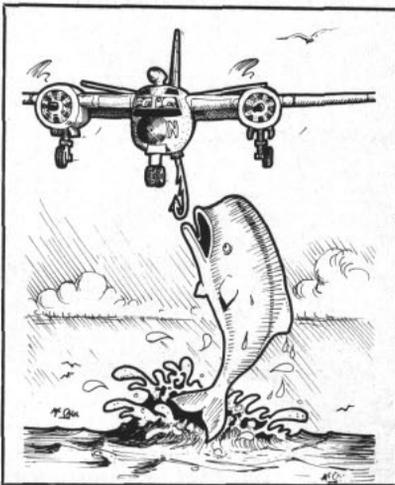
There is, however, some doubt as to whether the law's intent covers the cost of privately procured overland transportation of a car by commercial carrier from the port of debarkation in CONUS to the designated place in CONUS.

Since this reimbursement is not specifically authorized, a General Accounting Office settlement will be necessary before payment can be made. Accordingly, a claim should be submitted by each Navyman concerned through his disbursing officer to the Navy Finance Center, Washington, D. C. 20390 so the claim may be paid if GAO makes a favorable determination.

All claims should be accompanied by a copy of travel orders and a copy of the receipted bill paid by the Navyman or his wife to the commercial transporter. A certificate of ownership for the vehicle should also be included.

Complete information on this subject can be found in SecNav Notice 7220 of 13 Jul 1965.

All-Navy Cartoon Contest E. L. McCaul, ATW3, USN



"You're the pilot, you report it!"

Advance In Pay Spent For Dependents' Emergency Evacuation May be Waived

Navyman who drew advanced pay to evacuate their dependents from a danger area, thereby placing themselves in a financial bind, stand a good chance of having the collection of up to one month's basic pay waived by the Navy.

Factors governing whether or not collection of the advanced pay will be made are whether or not recovery would be inequitable and against the good conscience and best interests of the public.

The applicant's value to the Navy as reflected by his training, technical skill, knowledge and performance will also be taken into consideration.

If the collection of advanced pay would cause a Navyman or his family undue hardship, the recovery of the advance may also be waived.

Several factors go into determining hardship. They are:

- The number of dependents.
- Costs occasioned by climatic changes.
- Expenses encountered incident to education of children.
- The availability of service facilities such as commissaries, exchanges and medical care.
- Unusual expenses such as the loss of personal or private property.
- Other legitimate indebtedness incurred before evacuation was ordered.

Navyman who wish to apply for a waiver of advanced pay can do so by letter either by or via their commanding officer and the Comptroller of the Navy to the Chief of Naval Personnel.

The following information and documentation will be needed to substantiate an application for waiver:

- A certified copy of Emergency Payment Authorization (DD Form 1337).
- The amount previously collected (any amount withheld from pay or application against the indebtedness will be considered as collected).
- Amount for which the waiver is requested. This is limited to one month's basic pay to the Navyman.

- Expiration date of current enlistment, release from active duty or anticipated transfer to the retired re-tainer rolls and a statement of total prior service.

- An itemized statement of the applicant's monthly pay, allowances and allotments together with an itemized statement of total monthly living expenses of the applicant's family.

If the application is based on extreme hardship, the applicant should also include information on the specific nature and the degree of the hardship including the number and relationship of dependents with ages of children and any unusual factors or financial obligations.

If a Navyman is killed or reported missing in action, recovery of an unliquidated advance of not more than one month's basic pay will be waived without request by the commanding officer of the U. S. Navy Finance Center.

Full details concerning collecting pay advanced to personnel whose dependents were evacuated from danger areas may be found in SecNav Inst. 7220.52.

Many Amateurs Had Top Scores In Annual Armed Forces Communications Test

An evaluation report of the annual Armed Forces communication tests conducted earlier this year has been released. Once again, the amateur radio tests have been termed highly successful.

Four military radio stations, WAR (Army), NSS (Navy), and AIR (Air Force) located in the Washington, D. C., area and NPG (Navy-San Francisco) participated in the communication tests, which included military-to-amateur crossband operations and receiving contests for both continuous wave (CW) and radioteletypewriter (RTTY) modes of operation.

WAR, NSS, NPG and AIR had a combined total of 8431 radio contacts during the 12 hours and 45 minutes devoted to the military-to-amateur crossband portion of the communication tests. Commemorative QSL cards have been mailed to all contacts that could be identified (as listed in the Spring 1965 issue of the "Callbook").

Any amateur who has not received a QSL card confirming his

All-Navy Cartoon Contest S. C. Richardson, PH3, USN



"He's making warrant officer tomorrow."

contact should address a request for clarification to the Armed Forces Day Contest, Room 5-B-960, the Pentagon, Washington, D. C. 20315. The request must include the amateur's call sign, the station worked, time of contact and the frequency utilized by the military station.

There were 1054 perfect copies submitted of the broadcast messages originated by the Secretary of Defense and transmitted during the receiving contest portion of the com-

munication tests. The 25 word-per-minute Morse Code message, which consisted of 160 words, was successfully copied by 632 operators while the 60 word-per-minute radioteletypewriter message, consisting of 183 words, was successfully copied by 422 receiving stations.

Airborne Oceanography

An aircraft squadron has been established at the U. S. Naval Air Station, Patuxent River, Md. for the primary purpose of conducting oceanographic work. The new unit consists of four C-121 *Super Constellations* and one C-54 *Skymaster*.

The Navy's Oceanographic Office began using aircraft in 1953 for its Project Magnet. Since then, these planes have logged over one half million survey miles in support of a world-wide magnetic charting program.

The formation of a special oceanographic air squadron is expected to give the Navy even more effective support for its airborne oceanographic effort in the future.

WHAT'S IN A NAME

Angels Are Watching You

Anyone looking for an angel would probably not look first on the deck of an aircraft carrier. Nevertheless, carrier flight decks are one place where angels do not fear to tread. The Seventh Fleet's attack carrier *USS Hancock* (CVA 19) is a case in point. *Hancock* carries two angels, for angel is the name given the jet powered *Seasprite* helicopters flown by the ship's Helicopter Utility Squadron One, Detachment Lima.

Search and rescue missions together with utility services to accompanying destroyers are the principal jobs done by Detachment L. The



squadron has eight pilots and, of its 23 enlisted men, nine are qualified aircrewmen. The remainder make up the ground maintenance crews that keep the angels in top flying condition.

Helos, unlike the carrier's fixed wing aircraft, are seldom out of sight of their ship. Flying a racetrack pattern 200 yards off the carrier's starboard side, the helo pilot can see the entire flight operation sequence and be over the scene of an accident, if one occurs, within a matter of seconds.

When a fixed wing aircraft is ditched, the carrier's angel hovers over it, drops a sling, then reels in the pilot. If he is injured or in shock, a crewman from the angel drops into the water to help him.

The day on which the helicopters really get into their role as angels, however, is Sunday when they carry *Hancock's* chaplains to the carrier's accompanying destroyers, thereby earning the title of holy helos.

The choppers have also played the role of angel of mercy by making runs to nearby ships to render medical assistance.

For many carrier pilots, the helicopters are indeed angels who are on hand in time of need. Many a downed carrier pilot owes his life to the prompt action of the men in a ship's helicopter detachment.

—Bill Noonan, JO3, USN

Armed Force Expeditionary Ribbon for Units in Cuban Crisis

Navymen of more than 230 ships and units which participated in Cuban operations between 24 Oct 1962 and 1 Jun 1963 are now entitled to wear the Armed Forces Expeditionary ribbon. However, supplies of the medal itself for that service are not currently available. Requests for the medal should not be submitted until announcement of its availability is made by BuPers Notice in the future.

Officers and enlisted men who were attached to any of the units listed below at any time during the periods shown, and who actually participated in the operation, are eligible to obtain

the Armed Forces Expeditionary ribbon now in ship's stores and Navy exchanges. Members of rear echelons, transients, observers and others assigned for short periods of TAD are not normally entitled to the award, although consideration will be given in cases where a commanding officer certifies a particular and significant contribution by an individual. Such certification should be made to the Chief of Naval Personnel.

Eligibility of unit commanders, staff and embarked aircraft units is determined by the eligibility of the ships in which they were embarked. Evidence of entitlement may be obtained upon request from the Chief

of Naval Personnel in Washington.

The list of ships and units whose personnel are eligible to receive the Navy Expeditionary Medal for the Cuban operation is not yet available. When it is completed, it will be published.

In the meantime, here are the Navy ships and units eligible for the Armed Forces Expeditionary ribbon for Cuba and the dates of their eligible participation. Authorization is established by Change 2 of SecNav Inst P1650.IC of 21 Apr 1965. Requests for corrections or additions should be addressed to the Chief of Naval Operations (Op09B2E).

- | | | | |
|--|--|--|---|
| ABBOT (DD-629)
11-22 Nov 62 | CARTER HALL (LSD-3)
8 Nov-5 Dec 62 | ENTERPRISE (CVA(N)-65)
24 Oct-3 Dec 62 | KASKASKIA (AO-27)
24 Oct-20 Nov 62 |
| ALDEBARAN (AF-10)
24 Oct-6 Nov 62 | CASA GRANDE (LSD-13)
24 Oct-5 Dec 62 | ESSEX (CVS-9)
24 Oct-15 Nov 62 | KEPPLER (DD-765)
24 Oct-1 Nov 62 |
| ALGOL (AKA-54)
24 Oct-16 Dec 62 | CHARLES F. ADAMS (DDG-2)
24 Oct-30 Nov 62 | EUGENE A. GREENE (DD-711)
24 Oct-20 Nov 62 | KIOWA (ATF-72)
20 Nov-1 Dec 62 |
| ALLAGASH (AO-97)
6 Nov-21 Dec 62 | CHARLES H. ROAN (DD-853)
27 Oct-24 Nov 62 | FISKE (DDR-842)
24 Oct-1 Dec 62 | KRETCHMER (DER-329)
27 Nov-20 Dec 62 |
| ALLEN M. SUMNER (DD-692)
24 Oct-21 Nov 62 | CHARLES P. CECIL (DDR-835)
29 Oct-6 Dec 62 | FORREST B. ROYAL (DD-872)
24 Oct-21 Nov 62 | LAKE CHAMPLAIN (CVS-39)
18 Nov-5 Dec 62 |
| ALTAIR (AKS-32)
11-28 Nov 62 | CHARLES R. WARE (DD-865)
24 Oct-21 Nov 62 | FORT SNELLING (LSD-30)
24 Oct-6 Dec 62 | LAWRENCE (DDG-4)
24 Oct-6 Dec 62 |
| BACHE (DD-470)
25 Oct-5 Nov 62 | CHARLES S. SPERRY (DD-697)
24 Oct-1 Nov 62 | FRANCIS MARION (APA-249)
24 Oct-7 Dec 62 | LEARY (DDR-879)
24 Oct-22 Nov 62 |
| BARRY (DD-933)
24 Oct-1 Nov 62 | CHEBOYGAN COUNTY (LST 533)
24 Oct-15 Dec 62 | FURSE (DD-882)
24 Oct-22 Nov 62 | LIDDLE (APD-60)
24 Oct-6 Dec 62 |
| BARTON (DD-722)
24 Oct-30 Nov 62 | CHIKASKIA (AO-54)
24 Oct-20 Nov 62 | GEARING (DD-710)
24-30 Oct 62 | LINDENWALD (LSD-6)
24 Oct-5 Dec 62 |
| BASILONE (DD-824)
24 Oct.-18 Nov 62 | CHILTON (APA-38)
24 Oct-7 Dec 62 | GRAND CANYON (AD-28)
3 Nov-1 Dec 62 | LORAIN COUNTY (LST-1177)
24 Oct-7 Dec 62 |
| BAYFIELD (APA-33)
8 Nov-5 Dec 62 | CLAUD JONES (DE-1033)
24 Oct-22 Nov 62 | GRANT COUNTY (LST-1174)
24 Oct-7 Dec 62 | LOWRY (DD-770)
24 Oct-8 Nov 62 |
| BEALE (DD-471)
25 Oct-5 Nov 62 | COLONIAL (LSD-18)
8 Nov-5 Dec 62 | GREAT SITKIN (AE-17)
24 Oct-15 Dec 62 | 17-30 Nov 62 |
| BEARSS (DD-654)
4-16 Nov 62 | CONWAY (DD-507)
25 Oct 5-Nov 62 | GUNSTON HALL (LSD-5)
8 Nov-5 Dec 62 | MacDONOUGH (DLG-8)
24 Oct-20 Nov 62 |
| BEATTY (DD-756)
16-24 Nov 62 | CONY (DD-508)
25 Oct-5 Nov 62 | HANK (DD-702)
24 Oct-26 Nov 62 | MALOY (DE-791)
6-29 Nov 62 |
| BELLE GROVE (LSD-2)
8 Nov-5 Dec 62 | COOK (APD-130)
8 Nov-5 Dec 62 | HARLAN R. DICKSON (DD-708)
4 Nov-5 Dec 62 | MANLEY (DD-940)
24 Oct-24 Nov 62 |
| BEXAR (APA-237)
8 Nov-5 Dec 62 | CORRY (DDR-817)
24 Oct-12 Nov 62 | HARWOOD (DD-861)
24 Oct-21 Nov 62 | MATTHEWS (AKA-96)
8 Nov-5 Dec 62 |
| BIDDLE (DDG-5)
24 Oct-21 Nov 62 | DAHLGREN (DLG-12)
27 Oct-11 Nov 62 | HAWKINS (DDR-873)
24 Oct-1 Dec 62 | MAZAMA (AE-9)
24 Oct-2 Dec 62 |
| BIGELOW (DD-942)
24 Oct-21 Nov 62 | DAMATO (DD-871)
24 Oct-4 Nov 62 | HAYNSWORTH (DD-700)
24 Oct-14 Nov 62 | McCAFFERY (DD-860)
24 Oct-21 Nov 62 |
| BLANDY (DD-943)
24 Oct-1 Nov 62 | DAVIS (DD-937)
13-24 Nov 62 | HENLEY (DD-762)
27 Oct-22 Nov 62 | MERRICK (AKA-97)
8 Nov-5 Dec 62 |
| BORDELON (DD-881)
24 Oct-22 Nov 62 | DECATUR (DD-936)
4 Nov-7 Dec 62 | HENRICO (APA-45)
8 Nov-5 Dec 62 | MILLS (DER-383)
24-31 Oct 62 |
| 3-21 Dec 62 | DENEbola (AF-56)
11-22 Nov 62 | HERMITAGE (LSD-34)
7-23 Dec 62 | MONROVIA (APA-31)
24 Oct-16 Dec 62 |
| BORIE (DD-704)
24 Oct-1 Dec 62 | DESO TO COUNTY (LST-1171)
24 Oct-6 Dec 62 | HISSEM (DER-400)
24 Oct-5 Nov 62 | MOUNT McKINLEY (AGC-7)
24 Oct-10 Dec 62 |
| BOXER (LPH-4)
24 Oct-6 Dec 62 | DEWEY (DLG-14)
24 Oct-12 Nov 62 | HOLDER (DD-819)
1-18 Nov 62 | MULLINNIX (DD-944)
24 Oct-6 Dec 62 |
| BRISTOL (DD-857)
4 Nov-3 Dec 62 | DUPONT (DD-941)
26 Oct-22 Nov 62 | HUGH PURVIS (DD-709)
28 Oct-18 Nov 62 | MURRAY (DD-576)
25 Oct-5 Nov 62 |
| BROUGH (DE-148)
25 Oct-1 Dec 62 | DUVAL COUNTY (LST-758)
24 Oct-15 Dec 62 | INDEPENDENCE (CVA-62)
24 Oct-20 Nov 62 | NEOSHO (AO-143)
24 Oct-22 Nov 62 |
| BROWNSON (DD-868)
28 Oct-18 Nov 62 | DYESS (DDR-880)
3-23 Dec 62 | IWO JIMA (LPH-2)
8 Nov-5 Dec 62 | NESPELEN (AOG-55)
25-27 Nov 62 |
| CABILDO (LSD-16)
8 Nov-5 Dec 62 | EARL B. HALL (APD-107)
24 Oct-7 Dec 62 | JOHN KING (DDG-3)
7 Nov-6 Dec 62 | NEW (DD-818)
2-19 Nov 62 |
| CALCATERRA (DER-390)
31 Oct-14 Nov 62 | EATON (DD-510)
25 Oct-5 Nov 62 | JOHN PAUL JONES (DD-932)
4 Nov-5 Dec 62 | NEWMAN K. PERRY (DDR-883)
24 Oct-22 Nov 62 |
| CALOOSAHATCHEE (AO-98)
16 Nov-7 Dec 62 | ELDORADO (AGC-11)
8 Nov-5 Dec 62 | JOHN R. PERRY (DE-1034)
24 Oct-22 Nov 62 | 3-21 Dec 62 |
| CAMBRIA (APA-36)
24 Oct-5 Dec 62 | ELOKOMIN (AO-55)
24 Oct-23 Nov 62 | JOHN R. PIERCE (DD-753)
24 Oct-2 Dec 62 | NEWPORT NEWS (CA-148)
24 Oct-21 Nov 62 |
| CANBERRA (CAG-2)
24 Oct-6 Nov 62 | ENGLISH (DD-696)
24 Oct-24 Nov 62 | JOHN W. WEEKS (DD-701)
24 Oct-14 Nov 62 | NITRO (AE-23)
13-23 Nov 62 |
| 19-22 Nov 62 | | JOSEPH P. KENNEDY JR (DD-850)
24 Oct-5 Dec 62 | NOBLE (APA-218)
8 Nov-5 Dec 62 |
| CAPRICORNUS (AKA-57)
24 Oct-10 Dec 62 | | | NORFOLK (DL-1)
24 Oct-21 Nov 62 |

NORRIS (DD-859) 4 Nov-5 Dec 62	SALUTE (MSO-470) 29 Nov-31 Dec 62	WALLER (DD-466) 25 Oct-5 Nov 62	Fleet Air Reconnaissance Squadron 2, Det. 3 *24 Oct-31 Dec 62
OGLETHORPE (AKA-100) 24 Oct-5 Dec 62	SAMUEL B. ROBERTS (DD-823) 24 Oct-3 Nov 62	WALWORTH COUNTY (LST-1164) 24 Oct-5 Dec 62	Fleet Tactical Support Squadron 40 *24 Oct-31 Dec 62
O'HARE (DDR-889) 24 Oct-3 Dec 62	SANDOVAL (APA-194) 24 Oct-18 Dec 62	WASHBURN (AKA-108) 8 Nov-5 Dec 62	Heavy Photographic Squadron 62 *24 Oct-31 Dec 62
OKANOAGAN (APA-220) 8 Nov-5 Dec 62	SARATOGA (CVA-60) 3-20 Dec 62	WASP (CVS-18) 2-19 Nov 62	Light Photographic Squadron 62 *24 Oct-31 Dec 62
OKINAWA (LPH-3) 24 Oct-5 Dec 62	SAUFLEY (DD-465) 24 Oct-22 Nov 62	WHETSTONE (LSD-27) 8 Nov-5 Dec 62	LCU Division 11, Det. C 8 Nov-5 Dec 62
OPPORTUNE (ARS-41) 25 Nov-4 Dec 62	SELLERS (DDG-11) 24 Oct-21 Nov 62	WILLARD KEITH (DD-775) 24 Oct-15 Nov 62	LCU Division 13, Det. A 8 Nov-5 Dec 62
OXFORD (AGTR-1) 29 Oct-15 Dec 62	SHADWELL (LSD-15) 24 Oct-5 Dec 62	WILLIAM C. LAWE (DD-763) 24 Oct-21 Nov 62	Mobile Construction Battalion 4 24 Oct-10 Dec 62
PAGE COUNTY (LST-1076) 8 Nov-5 Dec 62	SHAKORI (ATF-162) 12 Nov-2 Dec 62	WILLIAM M. WOOD (DDR-715) 28 Oct-24 Nov 62	Mobile Construction Battalion 7 30 Oct-31 Dec 62
PAWCATUCK (AO-108) 5 Nov-7 Dec 62	SOLEY (DD-707) 24 Oct-2 Dec 62	WILLIS A. LEE (DL-4) 7-21 Nov 62	Naval Base, Guantanamo Bay, Cuba (Note 1) 24 Oct-31 Dec 62
PETERSON (DE-152) 25 Oct-1 Dec 62	SPIEGEL GROVE (LSD-32) 24 Oct-30 Nov 62	WINDLASS (ARSD-4) 21-24 Nov 62	Naval Beach Group 1, Det. D 8 Nov-5 Dec 62
PLYMOUTH ROCK (LSD-29) 24 Oct-7 Dec 62	STEINAKER (DDR-863) 24 Oct-14 Nov 62	WITEK (DD-848) 24 Oct-1 Nov 62	Naval Cargo Handling Battalion 1, Det. H 24 Oct-1 Dec 62
POCONO (AGC-16) 12 Nov-3 Dec 62	STICKELL (DDR-888) 24 Oct-6 Dec 62	WOOD COUNTY (LST-1178) 24 Oct-7 Dec 62	Naval Cargo Handling Battalion 1, Det. L 24-29 Oct 62
POINT DEFIANCE (LSD-31) 8 Nov-5 Dec 62	SUFFOLK COUNTY (LST-1173) 24 Oct-16 Dec 62	WRANGELL (AE-12) 24 Oct-20 Nov 62	Patrol Squadron 5 *24 Oct-16 Nov 62
PURDY (DD-734) 17-24 Nov 62	TALBOT COUNTY (LST-1153) 24 Oct-16 Dec 62	YANCEY (AKA-93) 24 Oct-7 Dec 62	Patrol Squadron 18, Det. 6 *1 Nov-31 Dec 62
RANDOLPH (CVS-15) 24 Oct-7 Nov 62	TERREBONNE PARISH (LST-1156) 15 Nov-16 Dec 62	YORK COUNTY (LST-1175) 24 Oct-5 Dec 62	Patrol Squadron 24 *8 Nov-10 Dec 62
RANKIN (AKA-108) 26 Oct-11 Dec 62	THE SULLIVANS (DD-537) 17 Nov-17 Dec 62	YOSEMITE (AD-19) 7 Nov-9 Dec 62	Patrol Squadron 26, Det. 14 *30 Oct-31 Dec 62
RENVILLE (APA-227) 8 Nov-5 Dec 62	THETIS BAY (LPH-6) 24 Oct-7 Dec 62	ZELLARS (DD-777) 24 Oct-21 Nov 62	Patrol Squadron 49, Det. 7 *17-31 Dec 62
RHODES (DER-384) 24 Oct-26 Nov 62	THOMAS J. GARY (DER-326) 15-27 Nov 62	Air Antisubmarine Squadron 24 *27 Oct-18 Nov 62	Patrol Squadron 56 *24 Oct-7 Nov 62
RICH (DD-820) 2-18 Nov 62	THOMASTON (LSD-28) 8 Nov-5 Dec 62	Air Antisubmarine Squadron 27 *4 Nov-5 Dec 62	Tactical Air Control Squadron 12 8 Nov-5 Dec 62
RICHARD E. KRAUS (DD-849) 29 Oct-21 Nov 62	THUBAN (AKA-19) 17 Nov-8 Dec 62	Airborne Early Warning Squadron 4 *24 Oct-31 Dec 62	Underwater Demolition Team 12, Det. D 8 Nov-5 Dec 62
RIGEL (AF-58) 9-22 Nov 62	TRAVERSE COUNTY (LST-1160) 24 Oct-6 Dec 62	Attack Squadron 43 *24 Oct-31 Dec 62	Utility Squadron 8 *24 Oct-31 Dec 62
RIVAL (MSO-468) 24 Nov-31 Dec 62	UNION (AKA-106) 8 Nov-5 Dec 62	Attack Squadron 65 *24 Oct-21 Nov 62	Utility Squadron 10 *24 Oct-31 Dec 62
ROBERT A. OWENS (DD-827) 27 Oct-20 Nov 62	UTINA (ATF-163) 28 Nov-15 Dec 62	Carrier Airborne Early Warning Squadron 12, Det. 14 *24 Oct-4 Dec 62	*Only those members of air crews who actually conducted flights into Cuban waters during peri- ods indicated. (See also Note 1.)
ROBERT L. WILSON (DD-847) 24 Oct-3 Nov 62	UVALDE (AKA-88) 24 Oct-4 Dec 62	Carrier Antisubmarine Air Group 56 Staff *24 Oct-5 Dec 62	Note 1. Includes: (1) Personnel regularly assigned to a com- ponent of NAVBASE during period.
ROCKBRIDGE (APA-228) 24 Oct-16 Dec 62	VERMILION (AKA-107) 24 Oct-7 Dec 62	Fighter Squadron 32 *24 Oct-15 Nov 62	(2) Personnel of squadrons or units (such as ground crews) who actually landed at Guan- tanamo during the period indi- cated.
ROY O. HALE (DER-336) 14-16 Nov 62	VESOLE (DDR-878) 24 Oct-22 Nov 62	Fighter Squadron 41 *24 Oct-31 Dec 62	
RUSH (DDR-714) 24 Oct-1 Dec 62	VULCAN (AR-5) 30 Oct-29 Nov 62	Fighter Squadron 101 *24 Oct-31 Dec 62	
SABINE (AO-25) 24 Oct-18 Nov 62	WAHIAKIUM COUNTY (LST-1162) 24 Oct-7 Dec 62	Fighter Squadron 174 *25 Oct-30 Nov 62	
SALAMONIE (AO-26) 11-24 Nov 62	WALLACE L. LIND (DD-703) 24 Oct-22 Nov 62		

Tioga County Tries Sea Sparrow

uss *Tioga County* (LST 1158) has carried out shipboard tests of the experimental *Sea Sparrow* anti-aircraft weapons system near Pt Mugu, Calif.

Validation testing of the system was a project of the Naval Missile Center at Pt Mugu. The tests were designed to investigate the use of the *Sparrow III* air-to-air missile in the surface-to-air role.

The Bureau of Naval Weapons is planning further verification testing of the *Sea Sparrow* as an anti-aircraft weapon for use on the Navy's amphibious and auxiliary vessels. Other systems are also under study.

Radar operators and gunnery crewmen from the ship were given

instruction in the use of the experimental equipment before the tests.

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



Icebreakers to Coast Guard

Before long, the Navy won't have any icebreakers. The remaining five soon will be transferred to the Coast Guard under a recent agreement.

Presently there are five Navy and four Coast Guard icebreakers—all operating from the polar regions to the Hudson River. A review concluded that the operating and manning of icebreakers by the Coast Guard would best satisfy the national interests.

Therefore, within the next 14 months, the Navy's five icebreakers will be transferred to the Coast Guard. The five are: *uss Burton Island* (AGB 1), *Edisto* (AGB 2), *Atka* (AGB 3), *Glacier* (AGB 4) and *Staten Island* (AGB 5).

Eliminated: 22,000 Reports – Saved: 5,250,000 Man Hours

SINCE THE INITIAL request for suggestions on how to reduce the Navy's paperwork load went out to the Fleet last year, the Project scrap office has been swamped with mail—but they want more.

Ideas may be forwarded to Director, Project Scrap, Naval Inspector General, Navy Department, Washington, D.C. 20370.

To get in the swing of things with a good background on what type of ideas are needed, read the following. Then look around your office and see what you can come up with.

Some Scrap Results

In support of Project Scrap, a comprehensive review of reports and forms has been conducted throughout the Navy and Marine Corps and the results have been announced (see SecNav Note 5213 of 14 July 1965). The results are impressive: of a total of 158,846 reports and forms reviewed, 22,286 have been eliminated and 8,460 have been improved, for an estimated release of 5,253,205 man-hours per year, and a specific dollar savings (material, equipment, space, etc.) of \$691,852.

Also down the drain went a few volumes of paper representing the amount of reports and paperwork scuttled by the suggestions of Lieutenant James A. Ward and Donald E. McKeon, YN1, of U.S. Naval Air Station, Patuxent River, Md. LT Ward's suggestion resulted in the reduction of a 48-page report to one page and McKeon's suggestion, combining an NAS Instruction with a Notice, resulted in a 15-page paperwork savings.

Suggestion

Chow passes are required to admit enlisted men to a mess hall. Some units—particularly aircraft squadrons—will frequently have groups of men temporarily located at different stations, and often such a group will move several times in a month. This requires issuing new chow passes to cover each move.

It is recommended that a standardized chow pass be issued which, in the hands of an authorized user, would be good at any naval station.

A Lieutenant Commander, USN

Discussion

The Bureau of Supplies and Ac-

counts informs us that there is no requirement that meal passes be re-issued each time a mobile unit moves from one activity to another. The passes should be issued and controlled by the command to which personnel are attached, and a meal pass issued by any command should be accepted as valid by any general mess. Of course, a meal pass should be recalled by the issuing command when the individual to whom it was issued is detached, or given any monetary allowance in lieu of subsistence in kind. The "BuSandA Manual" will be revised to clarify these instructions.

Suggestion

A note to activities which prepare and distribute instructions and notices to Fleet units: Be realistic when

Add to the SCRAP Heap:

Why not make all Navy manuals loose leaf so that appropriate changes and amplifying or superseding instructions and notices can be inserted right in the manual which they affect?

T. C. Greaber, ENS, USN

• *The advantages of interfiling instructions and notices with the manuals they modify would be substantial, and in some cases this can be done without difficulty.*

Binding specifications for publication-type directives are the same as letter-type directives. Therefore, all publication-type directives should be punched for filing in standard three-ring binders. It is recognized, however, that there are a number of different type binders in use that will not accept standard three-hole punching. Recommendations were made concerning the adoption of one standard Navy Department binder to serve most needs, but it was decided that cost factors involved in replacement of all binders now in the system would be prohibitive.

At present, bureaus and offices are being encouraged to settle on standardized binders for their own programs, and eventually considerable improvement is expected.

The practice of issuing binders with printed or stamped titles is being discouraged, utilizing instead a printed title card inserted in a window on the binder spine. Thus, all binders would be re-usable.

making up your distribution lists. Submarines, for example, are not too much concerned with the technical requirements for repainting shipboard helmets that have become shiny with use and unsuitable for camouflage.

Suggestion

A recent suggestion recommended that the current practice of mailing the receipt portion of the Officer's Fitness Report to the individual reported upon be discontinued. The receipt portion would, instead, be given directly to the officer by the reporting senior. This would eliminate roughly 100,000 pieces of mail each year.

Discussion

Before the adoption of the fitness report receipt, numerous recommendations were made to the Chief of Naval Personnel to adopt a page for the officer's service record on which would be listed all fitness reports submitted. Other recommendations proposed a return to the fitness report tear-off sheet which was used before 1951. The governing factor is the individual officer's desire to know that all of his fitness reports are on file at the Bureau, and thus available to selection boards. Unfortunately, neither a record entry in the field service record nor the delivery of a tear-off sheet at the time a report is made out, is any assurance that the report will, in fact, reach the Bureau and be filed.

It would also be difficult, in many cases, to make service record entries or hand a tear-off sheet to the officer, since most detachment reports are made out after the officer leaves.

The present system gives the officer a receipt which shows that his report has actually reached the Bureau and, by keeping all of his receipts, the officer can insure continuity.

In the case of Reserve officers conducting two weeks' active duty for training, the receipt is the only indication that a report was submitted.

Any savings which would accrue from not mailing the receipt would, of course, be welcome; however, it is felt that the overriding factor is the morale of the individual officer, who is the person most directly concerned with the information provided.

It's Aloha Whether You're Coming or Going in Happy Hawaii

You've received your orders. You know where you're going. You're anxious to get your family settled after their long journey and to take care of those personal problems incident to arrival in a strange city. You know your sponsor will be on hand to help you in the immediate problems of locating your luggage, personal transportation, and temporary lodging.

But what's it really going to be like?

We can't tell you, of course. Every new duty station is different for every Navyman and his family.

We can, however, give you an idea of the outward aspects. Take Hawaii, for instance. This is a report on duty in Oahu as told to us by the people who are there today.

IN THE FIRST PLACE, Hawaii is approximately 2400 miles southwest of San Francisco and consists of a narrow archipelago stretching 1500 miles in a northwest-southeast direction.

The principal portion of the chain consists of seven islands located in the extreme southeastern portion of the group. These islands are called, from southeast to northwest, Hawaii, Maui, Lanai, Molokai, Oahu, Kauai, and Niihau. Honolulu (which is the capital, chief city and port) and Pearl Harbor are on Oahu.

According to a 1964 estimate, Hawaii's population was 730,585. About four-fifths of these people live on Oahu; 337,000-plus within the city of Honolulu. There are about 128,000 armed forces personnel and families stationed in the Islands. Hawaii serves as the headquarters for the world's largest military unified command—the Pacific Command. It covers 85 million square miles and is served by over 400,000 armed forces personnel.

As a city, Honolulu is equal to (or superior, say our correspondents) Mainland cities of the same size. Department stores, banks, schools, entertainment opportunities, medical and dental services, and availability of material and supplies are on a par with comparable Mainland cities.

However, the cost of living is substantially higher than in most areas of the Mainland, and commissary and exchange privileges do not entirely offset this differential. No cost-

of-living allowances are currently authorized.

Climate—Hawaii's climate is mild. Situated in mid-Pacific and influenced by the ocean currents and tradewinds from the northeast, the Islands enjoy an average temperature which is lower than the latitude would indicate, and which makes the climate subtropical rather than tropical. Because of the mountains, the amount of rain which falls varies within a short distance.

The temperature is just about perfect. For many years the average daily range has been 9.5 degrees. The average temperature at Honolulu is 75.2.

Dependent Travel—Since entry approval to the Hawaiian area is not required, you will have to decide whether or not the family should travel with you. However, because it takes so long to find local housing, and because the cost of living in temporary quarters is so high, you are encouraged to leave your dependents on the Mainland until suitable housing can be found. Many men have been unable to find permanent quarters before their Temporary Lodging Allowance has expired—which often meant serious financial difficulty.

If, despite this warning, you still want concurrent travel, you should notify the Commandant, Twelfth Naval District, of the estimated date that dependent transportation is wanted and the address at which you can be contacted.

A brochure entitled *Overseas Transportation for Dependents* is distributed by Com 12 and will be helpful. If requested, Com 12 will

provide help in finding hotel reservations. Upon arrival in San Francisco, report to the District Passenger Transportation Office, 12th Naval District.

The normal overseas tour length for the Hawaiian area is 24 months without dependents, and 36 months for those with command-sponsored dependents. These are defined as military dependents authorized to travel overseas at government expense upon permanent change of station of their sponsor provided he has sufficient obligated service to cover the tour.

If you are ordered overseas on an unaccompanied basis, you are not encouraged to bring your dependents commercially. However, if your dependents do arrive in the area in a tourist status, or if you acquire dependents while overseas, and permanent residence is established, the Commandant will consider requests for declaration of "command-sponsored" dependents, provided you have sufficient obligated service to complete a normal (36 months) tour of duty. BuPers Inst. 1300.26 series has additional information.

Automobiles

You may ship your automobile to Hawaii in either MSTs or commercial vessels free of charge.

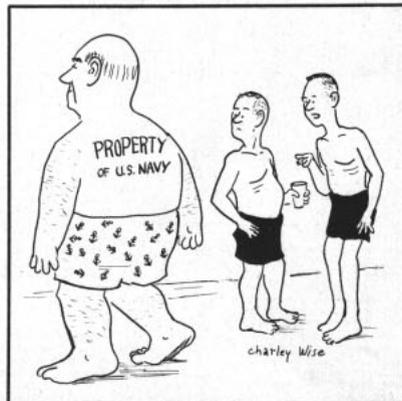
Shipment is made on a "space required" basis for officers and enlisted personnel of pay grade E-4 with more than four years' service, and higher. It is on a "space available" basis for lower pay grades.

Shipment is made from NSD Seattle, NSC Oakland and NSC San Diego. Apply to one of these facilities, sending two certified copies of your orders, as soon as possible after receiving your orders. The time of receipt of your application will most likely govern the priority of shipment of your car, so prompt action in submitting your application will be to your advantage. NSC Oakland will process your application if you depart from San Francisco.

When you deliver your car for shipment, you must furnish proof of ownership or written permission from the legal owner to ship it. Don't leave any gear in the car other than a spare tire and car tools.

When you arrive in Hawaii, report your name and telephone number to the Household Goods and Auto-

All-Navy Cartoon Contest Charley Wise, HMCS, USN



"There's what I call a career sailor!"

motive Section in Pearl Harbor. This will help them to notify you when your car arrives.

Within 10 days after your car arrives, you must obtain either Hawaiian license plates and registration or a Motor Vehicle Permit which entitles you to continue to use your out-of-state plates and registration. Base passes are issued only for vehicles covered by liability insurance. Autos must also have a safety inspection sticker. These are issued by Navy Exchange garages.

Non-residents over 20 years of age who have a valid driver's license from another state may drive in Hawaii for 90 days. A Hawaiian driver's license must then be obtained. The present fee is \$3.00.

A minor is not permitted to drive until he has filed with the Honolulu Police Department a properly notarized parental consent card. Other licensing requirements also apply.

Transportation—It will be at least two weeks before your auto arrives from the Mainland, and this may mean some hardship if you live off base. However, there is adequate bus service between Pearl Harbor and Barber's Point and the various residential sections of the city.

Hawaii is a good place to bring an older car, or a small sports car if you prefer. Maximum speed limit is 45 mph (25 mph in most urban areas); and consequently if you own a new car with high compression engine, you will have little chance to let it really run.

Gasoline and accessories are considerably higher than on the Mainland. Premium gasoline costs about \$.43 per gallon off base.

Housing

Furnished or unfurnished public quarters are available for officers, and both furnished public quarters and unfurnished rental housing are available for enlisted personnel.

Public quarters are furnished with a basic allowance of furniture which includes mattresses, lamps, rugs, appliances (range, refrigerator and water heater). The rent charged is forfeiture of BAQ.

Rental housing for enlisted personnel is unfurnished except for range, refrigerator and water heater. Rental rates, including utilities, are: one bedroom, \$55.50; two bedrooms, \$68.00; three bedrooms, \$78.75. A \$10 security charge, which is refund-

able when you leave, is also required.

Waiting periods for permanent housing in the Pearl Harbor area vary considerably. During the summer months, there is usually a large turnover, and the waiting period is shorter. Generally speaking, the estimated waiting periods might run something like this:

1 Bedroom	Furnished	Unfurnished
	Enl—6-8 months	8 months
	CPO—On ar-	
2 Bedroom	rival	
CDR	4 months	Enl—8 months
LCDR	1 month	CPO—1-12 months
Lt and below	2-4 months	
3 Bedroom		
CDR	3-4 months	Enl—10-12 months
LCDR	5-6 months	CPO—10-12 months
LT and below	5 months	
4 Bedroom		
CDR	8 months-indef.	Enl—10 months
LCDR	6 months-indef.	CPO—10-12 months
Lt and below	6 months-indef.	

If you are eligible to have your dependents accompany you, you are entitled to the Temporary Lodging Allowance. This is paid when you are unable to find suitable government or civilian housing and must use civilian accommodations.

It may be granted for 30 days after arrival in Hawaii for duty or for reassignment to another Pacific area. Payment may be extended for an additional 30 days at the discretion of the commanding officer. It is also granted for a five-day period when you leave the area and, at the discretion of the commanding officer, may also be extended an additional five days.

If you are transferred to or from ships homeported in Pearl Harbor, you are also eligible for the TLA. However, if you go to sea for one day or longer while receiving this allowance, you lose your portion while you are at sea. Payment would be authorized only for your dependents. You might keep this in mind while making arrangements with a hotel.

Present TLA rates per day for the Hawaiian area are:

No dependents	\$ 9.00
(if no quarters available)	
One dependent	18.00
Two dependents	22.50
Three or more dependents	27.00

You are expected to arrange for permanent government or civilian

HOW DID IT START

USNA Bandsman Wrote 'Anchors Aweigh'

Navymen, and practically all other Americans for that matter, are stirred by the strains of "Anchors Aweigh" every time they hear it, and most have heard it from earliest childhood. "Anchors Aweigh," in fact, probably has been played more often than any other college march ever written.

The music for this remarkable composition was written by LT Charles Adams Zimmermann who was born on 22 July 1861 at Newport, R. I. When he composed the march, LT Zimmermann was a member of the Naval Academy Band which he had joined when he was 21.



In those days, the Naval Academy Band was a civilian contract organization but Zimmermann was still with the organization on 21 Apr 1910 when its status was changed to Regular Navy. Zimmermann was appointed band leader with the pay and allowances of a second lieutenant in the Marine Corps.

LT Zimmermann composed the music to "Anchors Aweigh" in 1906 and dedicated it to the Class of '07 which graduated the following June. The march had its first performance at the Army-Navy football game in the fall of 1906. Apparently the stirring music had a salutary effect on Navy's football team for it ended a long string of defeats by the Army team.

Zimmermann served as leader of the Naval Academy Band for more than 30 years and was, for part of that time, the organist at the Academy Chapel. He dedicated several marches to Naval Academy graduating classes throughout his tenure as band director but none of his other compositions enjoyed the great popularity of "Anchors Aweigh," although some are still occasionally performed.

While at the Academy, Zimmermann became something of an institution and was highly esteemed by the students. In 1916, a monument was erected to his memory over his grave "by his Midshipmen friends."

housing as soon as possible after arriving. Because of the high cost of living in the Waikiki resort area, most families are eager to move into suitable government or civilian quarters as soon as possible.

If you want hotel accommodations upon your arrival, write to the officer you are relieving or, in the case of enlisted personnel, to the personnel officer of the command to which you will report. You may also write to the Director, Armed Services Community Housing Office, APO San Francisco 96558. This office is jointly staffed by the five service components on Oahu and serves personnel of all grades.

Private Rentals—If you want private rental (or to buy a home) you are entitled to a station allowance in addition to your basic allowance for quarters.

This allowance is not automatic and must be applied for.

The Armed Services Community Housing Office maintains listings of available rental units and will help you in finding suitable housing. Unfortunately, the demand has exceeded the supply for some time.

Generally speaking, you can expect to pay considerably more and receive less for your money than you would on the Mainland. Furthermore, it often takes a month or more to locate what you want.

One-bedroom units for couples or families with one child are normally available for \$85 to \$120. These are mostly concentrated in the Waikiki and central Honolulu areas. Multi-bedroom units are available; however, a longer waiting period is generally necessary. Two- and three-bedroom units are normally at \$100 to \$160. Four-bedroom units are limited and expensive.

Normally rents are lower for larger units located on either the Windward or the Leeward sides of the island. Windward refers to the coastal plain lying on the opposite side of the Koolau mountains, while Leeward refers to the coastal plain across the Waianae range from Honolulu.

Utilities are relatively higher than on the Mainland. Electricity is the primary heating source for cooking. Generally, the higher your home is from sea level, the cooler and damper conditions will be. Few homes have permanent heating systems.

Home owners normally require

the tenant to pay for all utilities, yard service and other such fees and to deposit a fee to cover damage during occupancy. Some also demand two months rent in advance.

One word of caution. Many of the older houses are termite infested and, as a consequence, your furniture may be damaged. When looking at prospective rentals, check for signs of termite damage. The presence of termite dust, which resembles sawdust, may be your only clue.

Low Cost Housing—A limited number of units which are Navy controlled but administered by the Hawaiian Housing Authority are allotted to the Armed Services Housing Office for E-4s and below with one or more children. In special emergency cases, units of this type (better known as Veteran's Housing) may be allocated to grades E-5 through E-7. Priority is normally determined by grade and number of dependents through the Armed Services Community Housing Office.

Utilities—Electricity supplied to all residential areas on Oahu is 110 volts, 60-cycle, AC. In some areas, 220 volts are supplied for major appliances. Natural gas is available in some housing areas, not in others.

Household Goods—You are entitled to have your household goods packed and shipped at government expense. Net weight allowances for permanent change of station orders are in compliance with current regulations.

At your destination (Pearl Harbor) you are entitled to:

- Delivery of goods to your resi-

dence from transient shed or storage.

- Unpacking and setting up of goods at your home.
- Inspection for loss and damage.
- Removal of waste materials.

You are also entitled to temporary storage of household effects at government expense for 90 days. This period may be extended an additional 90 days if circumstances warrant. However, you should make every effort to furnish a delivery address as soon as possible.

If you are assigned furnished public quarters, local arrangements can be made for storage of furniture at government expense, but it must be done within 60 days after you occupy quarters. Once the furniture is permanently stored, it cannot be moved again until you receive permanent change of station orders.

Before shipment, it is suggested that you consult the Household Goods Section of your shipping activity regarding the liabilities of carriers and the advisability of insuring your goods.

Wardrobe

Summer uniforms are authorized for year 'round wear. However, you should bring a winter uniform for possible temporary duty to other naval bases where seasons include cold weather. You may wear civilian clothes during off-duty hours while ashore.

Men's aloha shirts are the standard informal dress and are acceptable in most hotels, clubs and restaurants without the coat and tie. Black tie affairs are specified as such and during the winter months either black or white dinner jackets are appropriate.

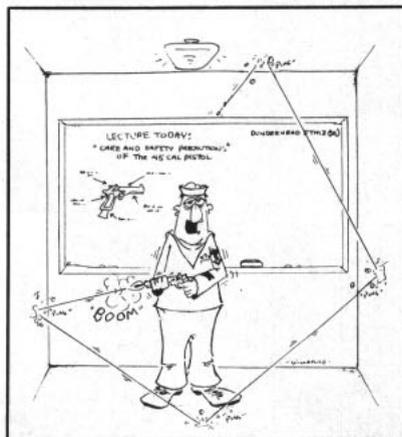
Women will find play clothes, shirts and slacks are a part of everyday living. For street wear, casual separates or dresses are customary. Sundresses for afternoons and cocktail dresses for special evenings are indicated.

During the winter months, lightweight wool clothing will be used on many days and most evenings. Sweaters and a raincoat are necessary. A Mainland summer weight coat will be almost too warm. Gloves and stockings are a matter of personal preference.

Schools

Kindergarten classes are available at most elementary schools, but attendance is not compulsory. Children who will be five years old on or

G. L. Willeford, FTM2(SS), USN



"Be especially careful when . . . oops."

before 31 December of the current school year are eligible.

First grade students must be six years old on or before 31 December of the current school year. School attendance is compulsory for all children ages six to 16.

Students who register in Hawaiian schools for the first time are required to have a birth certificate, a health certificate and a record of immunization against smallpox, diphtheria and typhoid fever. Students who transfer from other schools must have a transcript of their previous school records.

Because of the high rate of transfer and enrollment in schools near military installations, you are urged to register your children as soon as you know where you will live during your assignment. Schools are open during the summer for this purpose.

There are several private and parochial schools in Honolulu. Information should be obtained directly from the specific school in which you are interested. As many of these schools cannot accommodate all applicants for admission, it is suggested that you write to the school as soon as possible.

The University of Hawaii is located in Honolulu and offers a wide selection of courses in undergraduate and postgraduate college work. A variety of evening non-credit courses are offered to anyone interested. Write to Director of Admissions, University of Hawaii, Honolulu, Hawaii, for information.

Other colleges offering bachelor degrees include Chaminade College of Honolulu, The Church College of Hawaii at Laie, Oahu, and Jackson College in Honolulu.

There are also several private business and technical schools.

Recreation—Recreation is outstanding. Year round golf, swimming, fishing, tennis, boating and team sports are possible. Pools and beaches maintained by the military are supplemented by parks and recreation areas directed by the State Board. Hunting is permitted in some areas. Kilauea Military Camp offers extensive recreation facilities for personnel on leave and their dependents.

The Armed Forces YMCA and the Honolulu YWCA, both in downtown Honolulu, offer many recreational services.

Medical and Emergency Services—Outpatient medical care is provided

for the service personnel and their dependents at the naval medical facility that keeps the serviceman's records. When necessary, the medical facility will arrange for further care at Tripler Army Hospital.

Aloha Kits—The Navy Relief Society has some aloha kits available on a loan basis. These consist of kitchen utensils, silverware, dishes and linens. In addition, items such as baby cribs, playpens and high chairs may be rented at small cost. Nevertheless, it is recommended that you bring these items with you if you have them, as there are not enough such kits available to supply the demand.

Commissaries and Exchanges—Commissary and Exchange privileges are extended to all naval personnel and authorized dependents at all Armed Forces activities. Prices of foodstuffs and merchandise are generally lower than, or compare favorably with, prices in Honolulu. Exchanges generally stock more items than their CONUS counterparts. For example, they carry freezers, washing machines, television sets and auto tires.

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 a (C) and those in the various wide-

screen processes by a (WS).

She (2974) (WS) (C): Melodrama; Peter Cushing, Ursula Andress.

Wild Seed (2975): Drama; Michael Parks, Celia Kaye.

Zebra In The Kitchen (2976) (C): Comedy; Jay North, Andy Devine.

Secret of Blood Island (2977): Melodrama; Barbara Shelley, Jack Hedley.

On The Avenue (2978): Dick Powell, Madeleine Carroll (Re-issue).

The Saracen Blade (2979): Ricardo Montalban, Betta St. John (Re-issue).

Operation Crossbow (2980) (WS) (C): Drama; Sophia Loren, George Peppard.

The Art of Love (2981) (C): Comedy; James Garner, Elke Sommer.

Sherlock Holmes And The Deadly Necklace (2982): Christopher Lee, Hans Sohnker.

Doctor In Distress (2983): Comedy Drama; Dirk Bogarde, Samantha Eggar.

Captain Lightfoot (2984): Rock Hudson, Barbara Rush (Re-issue).

All I Desire (2985): Barbara Stanwyck, Richard Carlson.

Major Dundee (2986) (WS) (C): Melodrama; Charlton Heston, Senta Berger.

A Very Special Favor (2987) (C): Comedy; Rock Hudson, Charles Boyer.

A Thousand Eyes Of Dr. Mabuse (2988): Mystery Drama; Gert Frobe Werner Peters.

The Naked Brigade (2989): Shirley Eaton, Ken Scott.

Glenn Miller Story (2990): James Stewart, June Allyson (Re-issue).

Forbidden (2991): Drama; Tony Curtis, Joanne Dru.

It's A Mad, Mad, Mad, Mad, World (2992) (WS) (C): Comedy; Sid Caesar, Milton Berle.

Shenandoah (2993) (C): Drama; James Stewart, Doug McClure.

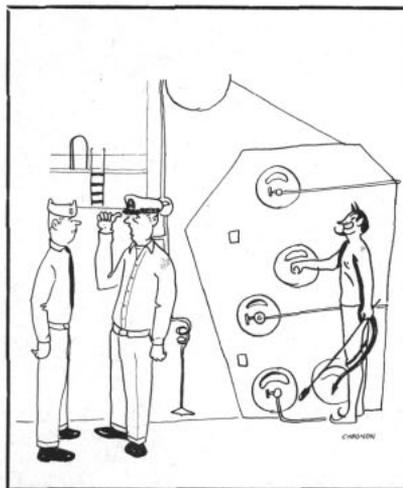
I'll Take Sweden (2994) (C): Comedy; Bob Hope, Tuesday Weld.

Young Dillinger (2995): Melodrama; Nick Adams, Mary Ann Mobley.

Magnificent Obsession (2996): Jane Wyman, Rock Hudson (Re-issue).

Dawn At Socorro (2997): David Brian, Kathleen Hughes (Re-issue).

All-Navy Cartoon Contest F. I. Chagnon, RD1, USN



"Best burnerman we've ever had."

DIRECTIVES IN BRIEF

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

(This is a summary of directives of outstanding interest issued during the preceding three months).

Alnavs

No. 25—Announced the nomination of Admiral David L. McDonald for a second two-year term as Chief of Naval Operations.

No. 26—Announced approval by the President of the names of officers nominated to the grade of rear admiral.

No. 27—Directed that ship's stores afloat discontinue collection of retail excise tax on 22 June.

No. 28—Announced that, as a result of a Comptroller General decision of 14 June, payment of submarine pay will continue until otherwise directed.

No. 29—Directed that the phrase "for Navy and Marine Corps members" be included in *Navy Travel Instructions*, paragraph 9052-8A.

No. 30—Announced that fiscal year 1966 selection boards would convene to recommend line officers in the grade of commander on active duty (except TARs) for promotion to the grade of captain.

No. 31—Contained a farewell message from Assistant Secretary and Under Secretary Kenneth E. Belieu.

No. 32—Announced assumption by The Honorable Robert H. B. Baldwin of the duties of Under Secretary of the Navy, succeeding the Honorable Kenneth E. Belieu.

No. 33—Requested the names of finance companies who may have been the subject of complaints from service personnel.

No. 34—Provided for the declassification or downgrading of certain classified material.

No. 35—Established the date of 1 Jul 1962 or earlier as promotion zone for those unrestricted line and restricted line officers eligible for promotion to the grade of captain.

No. 36—As a mark of respect to the memory of the Honorable Adlai

E. Stevenson, all ships and stations were directed to half-mast colors until the day of interment.

No. 37—Discussed income tax procedures for dislocation allowances.

No. 38—Stated that interment of Adlai Stevenson would be at Bloomington, Ill., on 19 July.

No. 39—Designated the period 26 through 30 July as Defense Cost Reduction Week.

No. 40—Announced approval by the President of the report of the selection board which recommended Marine Corps officers for temporary promotion to the grade of major general.

No. 41—Announced approval by the President of the report of the selection board which recommended Marine Corps officers for temporary promotion to the grade of brigadier general.

No. 42—Required immunization against cholera for those assigned to duty in Iran or Iraq.

No. 43—Announced that Donald L. Hamilton, ADRI, Naval Air Facility, Andrews Air Force Base, had won the national pistol championship.

No. 44—Announced approval by the Secretary of the Navy of the report of the selection board which recommended Marine Corps officers for temporary promotion to the grade of colonel.

No. 45—Announced deferment of release of officers on a selective basis and extension of obligated service of enlisted personnel for four months.

No. 46—Announced approval by the Secretary of the Navy for the President of the report of a selection board which recommended line officers to the grade of captain.

No. 47—Announced the authorization of an increase in the number of Navy flag officers in certain categories.

No. 48—Directed the suspension from issue and use of certain drugs.

No. 49—Announced signature by the President of the military pay bill on 21 August.

No. 50—Provided further information concerning implementation of the military pay bill.

Instructions

No. 1120.18K—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status via the Integra-

tion program, the Warrant Officer program and the Limited Duty Officer program.

No. 1440.18C—Provides information concerning the rating conversion of petty officers in pay grades E-4 through E-6 by formal school or in-service training.

No. 1520.6K—Provided information on officer submarine training and prescribed the method of application.

No. 1120.37—Describes the eligibility requirements and procedures whereby enlisted personnel of the Hospital Corps may apply for assignment to the Navy Enlisted Nursing Education program.

No. 1210.13—Discussed the criteria to be used in the identification of unrestricted line officers qualified in subspecialty areas and sets forth the manner by which those qualified and partially qualified may be identified.

No. 1510.69I—Outlines the eligibility requirements and procedures whereby USN enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education Program (NESEP), which leads to commissioning in the Regular Navy as unrestricted line officers.

No. 1520.20C—Establishes eligibility requirements and invites applications for flight training or naval flight officer training from officers and officer candidates.

No. 4650.15—Expands the provisions of the *BuPers Manual* and interprets the provisions of *Joint Travel Regulations* and decisions of the Comptroller General in relation to circuitous travel.

Notices

No. 1120 (14 July)—Announced the selection of personnel for training leading to appointment as ensign in the unrestricted line or staff corps, USN, and for appointment to Warrant Officer W-1.

No. 1306 (14 July)—Announced the sea duty commencement cutoff dates which established the eligibility of enlisted personnel for Seavey C-65.

No. 1440 (10 August) Announced changes to the qualifications for advancement in rating for sonar technician (ST).

No. 1020 (11 August) Announced instructions for wearing the Aircrew Breast Insignia on a permanent basis.

No. 1440 (20 August)—Announced the termination of acting

appointments as chief petty officer, and authorized the change in status of personnel now serving as chief petty officer, acting appointment, to permanent chief petty officer.

No. 4650 (20 August)—Discussed the transportation of military personnel from the United States (less Alaska and Hawaii) to overseas destinations.

No. 1130 (1 June) — Acknowledged response to Alnav 15 which requested enlisted volunteers for Viet Nam.

No. 1212 (3 June)—Announced the redesignation of the Limited Duty Officer Surface Ordnance (610), Ordnance Control (611), and Underwater Ordnance (612) categories and designators into a single category and designator, Ordnance (615).

No. 5215 (18 June)—Announced the release of *Financial Management Handbook for Permanent Change of Travel* (NavPers 15982) and cancelled certain relevant instructions.

MSC Commissions

Available to Top Men
In HM and DT Ratings

A COMMISSION in the Supply and Administration Section of the Navy's Medical Service Corps awaits the energetic and competent hospital corpsmen and dental technicians planning to pursue a military career.

The need for varied administrative and managerial skills in the field of Navy medicine is continuing to increase. Officers of the Supply and Administration Section, for example, are trained and experienced in many facets of medical and institutional supply, personnel management and patient affairs, food service, maintenance, all fiscal matters, and public relations, and are assuming an ever greater responsibility in the administration of the Navy Medical Department.

The Medical Service Corps concept of "promotion from within" is readily apparent, as reflected by the procurement policies governing the filling of more than 95 per cent of the annual officer vacancies in the Supply and Administration Section of this Corps. Each year, selections for these appointments are made from senior enlisted hospital corpsmen and dental technicians serving on active duty in pay grades E-6 through E-9.

How does one apply for such an appointment? By meeting the criteria

outlined in BuPers Inst. 1120.15 series. No instruction, however, can outline in specific detail the combination of all factors that ultimately lead to such an appointment. The most significant factors are controlled by the individual concerned, and without proper preparation for such an important step in career planning, you will be at a disadvantage in competing with the other outstanding personnel aspiring to appointment in the MSC.

As a junior hospital corpsman or dental technician whose ultimate goal is to obtain commissioned status, you should develop and pursue a well planned self-improvement program early in your career. This may be done in various ways, such as actively participating in Navy or USAFI correspondence course programs, or enrolling in part-time, off-duty courses of instruction at civilian institutions when the opportunity to do so is present.

In applying for a commission under this program the first, and generally considered the most difficult hurdle you must overcome is the Officer Selection Battery Test (OSB).

Unless you score a relatively high mark on this examination, you cannot hope to progress further in your quest for an MSC commission. You should begin preparation early in your career for this examination, which is designed to measure your educational background and ability.

For the past three years approximately 600 candidates applied each year for an average of 50 vacancies in the Supply and Administration Section of the Medical Service Corps. About 50 per cent failed to achieve a high enough score on the OSB to continue in the program.

One aspect of the OSB which seems to be the biggest stumbling block for many applicants is the mathematics section. This portion of the exam includes a wide variety of mathematics, progressing from simple arithmetic through algebra, geometry and trigonometry. A complete, basic knowledge of mathematics is a prerequisite.

Another area in which some candidates have encountered difficulty is the English section, in which reading comprehension and word study are emphasized. Reading can be the key to this problem. If you encounter a word that you do not recognize,

you'll find that looking it up will enlarge your vocabulary and improve reading. Word problems, special self-study texts and even crossword puzzles are helpful.

The Officer Selection Battery Test also covers subjects such as naval knowledge, history, social sciences and physics. The BuPers instruction also lists a recommended course of study in preparation for the OBS.

In addition to the foregoing, candidates for the MSC in-service procurement program for supply and administration officers will also be required to take a written professional examination designed to determine their knowledge in all fields related to medical administration.

This examination will include general Navy organization and administration, customs and traditions of the services, and Medical Department administration including, but not restricted to, the areas of: personnel administration, patient affairs, fiscal and supply, food service, military justice and general naval orientation.

Applicants should be prepared to take an essay-type examination where, given a set of facts, they must display the ability to recognize the problem, think of the concepts involved, and write a logical solution.

The most important single factor in successful completion of this examination, however, is in long-term planning. Study should begin at an early point in your career. The ability to think, reason, and apply sound judgment to practical problems is not gained overnight, or in a concerted session of cram study. It is only through study over a long period of time that you can develop your ability to make sound and logical decisions based upon facts.

The future outlook for appointment as MSC Supply and Administration officers is encouraging. It is anticipated that there will be a requirement for at least 50 new officers each year for the next five years in order to fill vacancies caused by attrition of officers in this category.

Too much emphasis cannot be placed on the fact that planning properly, well in advance, pays dividends, and the man who takes advantage of the opportunities offered can experience a rewarding and satisfying career as an officer in the Medical Service Corps, usn.

—C. B. Longest, LCDR, MSC, USN

LETTERS TO THE EDITOR

Two Score Years

SIR: As I understand it, under the SCORE Program a trainee must submit his request for Class B school within two years of graduation from Class A school. Is this correct, and if so, is it a strict rule?—D. A. W., ET1, USN.

• *Yes and no. Acceptance in SCORE carries a guarantee for Class A training in the field to which an applicant is converting. It also guarantees assignment to Class B school after a minimum of one year on-the-job training, but this latter is available only on request from the trainee.*

Since the advance curriculum is much more difficult than the fundamental course, the trainee is provided an extra year (after one year on-the-job) to submit a request for Class B school. This is because some men may desire more extensive practical training before tackling the advanced course.

Although the Instruction states that requests for Class B school may be submitted at any time between the 12th and 24th month following graduation from Class A school, BuPers is not strictly enforcing such a deadline.

To date, no request has been turned down because of late submission—provided you have met your obligated service requirements.—ED.

Approval Needed for Overseas Leave

SIR: There are several of us here at my command who have a question concerning taking leave overseas. It seems we cannot agree even though we have consulted all (we think) pertinent BuPers articles and instructions.

Here's the situation: An officer is about to be detached from our command. He plans to travel through the Mediterranean countries in a "delay in reporting (leave) status" before he reports to his new command which is in the United States.

As I understand the regulations, he must request permission from the Chief of Naval Personnel before he can take leave in a foreign country. But others say he does not need the permission. Who is right?—R. D. M., YN2, USN.

• *Except where the Chief of Naval Personnel has specifically delegated authority to commands to locally approve leave visits to foreign countries, permission to visit foreign countries is required from the Chief of Naval Personnel in accordance with Article C-11107, "BuPers Manual."*

The confusion may have resulted from item 19(a)(1) of BuPers Orders Supplementary Items, List P (which is on the reverse of the original orders).

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.

As you know, this says that the person may take all or part of his delay, which counts as leave, before or after arrival in continental U. S. But this does not remove the requirement in Article C-11107, "BuPers Manual" for obtaining permission from the Chief of Naval Personnel to visit foreign countries.—ED.

Tour Completion Dates

SIR: How about clarifying the procedures for computing tour completion dates? A friend of mine says when a Navyman comes ashore with insufficient obligated service for a normal tour of shore duty, he may extend his enlistment for a full tour—but the enlistment must be extended far enough to allow one year of service after the completion date. In other words, the man must agree to go back to sea for a year if he wants a full tour ashore.

I, on the other hand, maintain he need only extend his enlistment to coincide with his tour completion date. He must, of course, agree to extend within four months after reporting for shore duty.—W.P., PN2, USN.

• *You are right. A Navyman does not have to agree to go back to sea, and is allowed to extend his enlistment just long enough to finish his tour.*

When a man reports for shore duty

The Proper Address

SIR: Is it proper to address the ship's executive officer simply as "Commander," regardless of his rank, in the same way in which a ship's commanding officer is addressed as "Captain" although he may actually hold a lower rank?—J. L. L. PN1, USN

• *According to the 16th edition of the "Bluejackets' Manual," when you speak to the ship's executive officer, you may address him as commander, without adding his name, regardless of his actual rank.*

You may also, of course, address the ship's commanding officer as captain, whatever his rank, without adding his name.—ED.

he may acquire sufficient obligated service by extending his enlistment to the date he would normally be transferred back to sea. He must, as you say, extend within four months of his reporting date or his shortened tour will be firm.

If he extends his enlistment beyond the normal tour completion date; however, the picture changes radically. If he's going to sea, he must go one year before his enlistment expires.

For example a Navyman reports for shore duty. His EAOS is January 1968, but a normal tour for his rating would last until November 1968. He may agree to extend his enlistment 10 months: If he does, all is well, and he'll remain on shore duty until his enlistment expires.

If he does not agree to extend within four months of the date he arrived at his shore station, his tour completion date will be changed to agree with his EAOS.

If he extends his enlistment beyond the tour completion date for a normal stint ashore, he will go back to sea duty either when his tour ends or one year before his enlistment expires, whichever is sooner. In other words, he would normally go back to sea in November of 1968. If he extended until December 1968, he would cheat himself out of 11 months of shore duty, and would return to sea in December of 1967. If he extended until November 1969, he would be allowed to complete a full tour ashore before returning to sea in November of 1968.—ED.

How Do I Get Back to Sub Duty?

SIR: I graduated from submarine school in the top third and was sent to nuclear power school. I didn't do quite so well there, however, and was eventually dropped. I was sent to a repair ship.

My problem is: How do I get back to subs? Although I am not a nuclear power graduate, I did fine in straight sub school. I've been on this ship for six months, and can't get a chit approved for submarine duty.

I would like to know why the Navy sends a man to submarine school at a great cost to the government, then will not assign him to a submarine billet. I would also like to know how I go about getting on a sub.—C. B., IC3, USN.

• *It's like this: The Navy sent you to submarine school because there are billets on nuclear submarines for ICs, and sub school was a prerequisite for men going to nuclear power school and later to nuclear subs.*

Men who are dropped from most sub-

marine-oriented schools go to surface ships, but nuclear power school is an exception. Navymen dropped from nuclear power schools for academic reasons are still eligible for conventional subs. But those dropped for lack of motivation go to surface.

So let's assume you were dropped for academic reasons: You didn't say. That takes us back to the original premise, that the Navy sent you to sub school in the hope you would go to nuclear submarines. They had billets for ICs on the nuclear jobs, but very few on conventional subs.

Consequently, academic dropouts from nuclear power school are dropped to SubLant or SubPac. If there is no billet on a conventional sub, it's got to be surface.

Navymen—including you—who are sent to a ship are generally expected to stay aboard at least one year, in the interest of Fleet stability. This may be one of the reasons why your chit was disapproved. We suggest you try again after you have spent a year on board your ship.—ED.

One Year's Service for W-1s

SIR: The April 1964 issue of ALL HANDS carried an article on the Settle Board recommendations for warrants, LDOs and super chiefs. One of the points raised in the article (page 32) was that E-8 and E-9 warrant selectees would be eligible for promotion to W2 after serving as W1 for one year. As yet there has been no change to the BuPers Manual to indicate this will be done.

Was the recommendation turned down, or is the change still in the mill?—E. J. L., RMCS, USN.

• It's been approved. Navymen who were initially appointed to warrant rank from E-8 or E-9 will be promoted to chief warrant officer, or W-2, one year after their appointment as W-1.

The "Manual," as you say, was not changed. Nor will it be. Navymen in the E-8 and E-9 category will only be eligible to participate in the program during the first three years. Consequently, the one year promotion rule is a temporary expedient and temporary expedients are not included in the "Manual."—ED.

Passing Scores for Exams

SIR: Please let me know what determines the passing score on Fleet-wide exams for advancement in rating. Is it raw score or a cutting score strictly determined by the Examining Center?

Are those first class POs who took the warrant examination competing on the same level as those who are going up for chief as far as passing the examination is concerned?—J. T. N., YN1, USN.

• You are at least partially right in both your guesses as to the method



PAINTER—L. C. Caton, STC, of USS John A. Bole (DD 755), paints hashmark for ship's seventh ASW award.

used in scoring advancement exams. Here is the way it works. The examination is first given a raw score at the examining center. This is converted, by means of acceptable statistical procedures, to a standard score. The standard score, which is always between 20 and 80 points, is used in computing your final multiple.

With regard to your second question, you undoubtedly know that each examination is new and different. The difficulty level of each test is determined by test and measurement experts before the exam is administered. All candidates compete on an equal basis.

Since anyone moving up either to chief or warrant officer has to perform at a level acceptable for his grade, no preference is given to anyone taking an examination—warrant officer or otherwise.—ED.



SMALLEST CVS IN PACIFIC is title claimed by USS Bridget (DE 1024), after overhaul which equipped Bridget with DASH (Drone Antisubmarine Helicopter).

Hands Off Boxer's Planks!

SIR: I have enclosed a photostatic copy of my USS Boxer plank owner's certificate. As you will note, I hold a clear and unencumbered title to one plank of the flight deck.

Boxer observed her 20th anniversary this year and I would like to know how I can exercise my claim. I would gladly go to wherever Boxer is located to collect that plank.—E. L. K.

• A worthy project, but we're afraid Boxer still has need of all her planks. While a ship is in an active status, the Navy takes a dim view of anyone, plank-owner or not, walking off with bits and pieces of its ships.

Despite her 20 years, Boxer (LPH 4) is still very much a part of the Fleet. In 1958, she was converted from a CVS to an LPH (landing platform, helicopter). Boxer, as you probably remember, began life as a CV.

As a measure of how busy Boxer has been during the past 20 years, she had counted around 79,000 fixed-wing landings and was approaching her 65 thousandth helicopter landing on the 20th anniversary of her commissioning.

Needless to say, Boxer's birthday last April was duly noted on board by members of her crew who wolfed down a 400-pound cake baked in honor of the occasion.

Boxer is homeported at Norfolk and it appears that she will be using the plank to which you hold title for quite some time.

She is still going strong as a member of Amphibious Squadron Ten.

If a ship is eventually scrapped, it is Navy policy to set aside sections and certain equipment from the ship for display and commemorative purposes. We suggest you stow your certificate and make your claim at that time.—ED.

Wetting Down a Commission

SIR: I noted with interest the inquiry as to the origin of the "wetting down" party which appeared in the March issue of ALL HANDS. In addition to the information you provided on the subject—though I no longer recall the source—a number of years ago I read an article which gave a somewhat different account of the tradition.

In the Old Navy an officer's commission was hand-written on heavy parchment (my original commission was of this kind) and, according to tradition, the newly commissioned or promoted officer held a dinner for his shipmates and friends. During the course of the evening the new commission was rolled into a cone, the small end folded up, and the cup thus formed was filled with champagne.

This was then passed around the table and all the guests toasted the new officer and drank from the vessel. Thus the new commission was "wettered down."—M. D. Courtney, CAPT., USN.

• It would appear that you have made a definite contribution to the somewhat sparse literature on the source of the custom of wetting down a commission.

As usual, whenever we find ourselves in a situation of this sort, we buck the problem to our good friends in Naval History. However, they were forced to admit that they had not heard of your version. As they remarked: "Why the new commission was celebrated is easy to understand; when it started is unknown."—Ed.

LDOs and Senior Enlisted Status

SIR: I heard somewhere that LDOs who are permanent E-7 can be advanced to E-8 and E-9 while holding down their temporary appointment. If this is true would you tell me what instruction covers it?

If this rumor isn't true, I would like to voice the opinion that something ought to be done to bring this about. Let me explain why.

I intend to leave the Navy on 20 years' service which means that I will leave with E-7 retainer pay. Many of my friends from my enlisted days will go out at the same time as E-8 and E-9.

Is this a penalty for becoming an LDO and not holding the commission for 10 years. I don't think this is very fair.

Personally, I think LDOs on temporary appointment should be allowed to take the E-8 and E-9 exam. After all, we could, at any time, be sent back to the ranks of E-7.—G. W. M., LTJG, USN.

• Sorry, but the rumor you heard has no foundation. LDOs are not eligible for advancement to pay grade E-8/E-9. It is possible, however, for LDOs to advance their permanent enlisted status, but this applies only to



RIGHT HERE—CO of USS Oriskany (CVA 34) marks the spot where ship's Ney award will hang. Oriskany won top honors for large mess afloat.

those who received their officer appointment while they were E-6. Provisions are available by which they can be advanced without regard to quota limitations.

The two senior CPO pay grades were established to recognize and reward outstanding enlisted service and to provide a career incentive for senior enlisted men. Therefore, if LDOs with a temporary appointment were allowed to advance their former enlisted status to E-8 or E-9, it would hardly be fair to enlisted men who chose not to pursue an officer career as you have done.—Ed.

What Ever Happened to Bangust?

SIR: What ever happened to uss Bangust (DE 739)? Also, while we're on the subject, how many battle stars did she earn during World War II?—G. R. R., Charlotte, N.C.

• She's no longer Bangust. She's Castilla of Peru's navy, and has been since early 1952.

Bangust was built in Los Angeles, Calif., launched on 6 Jun 1943, and

Returning from Orbit

SIR: In the May issue your journalist stated that uss Enterprise (CVAN 65), Long Beach (CGN 9) and Bainbridge (DLGN 25) returned to Norfolk after Task Force One's around-the-world "Sea Orbit." Blarney. He sure could use a lesson in geography.

Actually, Bainbridge returned to Charleston. What about that?—R. J. McH., YN1, USN.

• The journalist in question protests the criticism you have leveled at him. He claims his knowledge of geography is very sound; that he just happened to make a slight error in fact. He says he knows very well that Bainbridge pulled into Charleston after that eventful journey, and furthermore, he says he knows it's located in Georgia. But thanks anyhow.—Ed.

commissioned that October 30th. From February 1944 through August 1946 she saw action in the Pacific while escorting various logistic groups during the occupation of Kwajalein and Majuro; the Palau-Yap-Ulithi-Woleai raid; the occupation of the southern Palaus and the assault on the Philippines; the Tinian; the Battle of the Philippine Sea; the occupation of the southern Palaus and the assault of the Philippines; the Leyte operation; the Iwo Jima campaign; and Third Fleet raids on Formosa, the China coast and Japan.

At 46 minutes before midnight on 10 Jun 1944 the destroyer, proceeding independently from Pearl Harbor to Kwajalein, made radar contact with what turned out to be a Japanese submarine. The sub submerged but did not evade the ship. Bangust made four hedgehog attacks and at 0152 the submarine, RO-42, was sunk.

Bangust returned to the States in the fall of 1945 and was decommissioned in November of the following year. She was transferred to Peru, as we said before, in 1952.

She earned eleven battle stars for her service during the war.—Ed.

That Blimp Must Have Been Thirsty

SIR: I was especially interested in your reply to V. J. B., BM3, captioned Fuel Bag for a Gas Bag, on page 54 of your June issue.

I believe I was aboard the airship that fueled from uss Allagash (AO 97). The date, as I recall, was within a few days on either side of 7 Aug 1956.

The airship involved was a K class ship sometimes called 4K. It belonged to AirShipRon One (ZP-1) stationed at NAF Weeksville, Elizabeth City, N. C.

Only one bag of fuel was transferred because of a winch breakdown. As for what was done with the fuel after it was hauled aboard, it was simply pumped from the bag through a rubber hose into the airship's fuel tanks.

The beauty of the bag system of fuel transfer was that any ship large enough to carry a supply of gas could refuel an airship at sea.

Fueling bags also allowed the airship to reballast after depleting its gasoline supply by dipping the bag into the sea then pumping the sea water into special ballast tanks. The same pump used for transferring fuel was used in this operation.—E. M. Forbes, TM1 (SS), USN

SIR: This is in reference to the letter captioned Fuel Bag for a Gas Bag which appeared in the June issue. You owe V. J. B. an apology for doubting his story. A blimp from Airship Squadron Three, NAS Lakehurst was indeed refueled from Allagash in 1957. However, it was a 150-gallon fuel cell rather than one of 55 gallons. Neither was it the first time this had been done.

As squadron refueling officer, I was



COOKOUT—Steak dinner is eaten on flight deck of USS Bon Homme Richard (CVA 31). *Rt:* Men load up in chow line.

in charge of the detachment aboard *Allagash* that conducted the operation. After hoisting the bag into position, the blimp crew used the fuel transfer pump to get the fuel into the airship's tanks.

Normally the empty bag would be returned to the ship for reuse but, as I recall, the bag was retained aboard the airship because of deteriorating weather conditions and darkness.

Before the *Allagash* operation, we refueled blimps by bag from the oilers *uss Salomonie* (AO 26) and *Waccamaw* (AO 109). Later, *Valley Forge* (LPH 8, then CVS 45) got in on the act, too.

The bags were specifically designed for this purpose and were equipped with quick connect/disconnect fittings for hoisting and defueling.

We also refueled blimps using a hose but the slow speed of the tankers made this extremely difficult without a stiff headwind since the blimp had to maintain a relative speed of zero with the ship while pumping.

The bag, on the other hand, could be snatched with relative speeds up to five knots and was therefore somewhat easier, although it was still a pretty ticklish operation.

I hope you will pass this information on to V. J. B. so he can vindicate himself with his shipmates.—R. L. Sorrentino, LT, USNR (Inactive)

SIR: I believe ZP-4 originated the idea in 1954. The original idea was to modify the ballast pump (for sea water) to allow for quick purging of the pump with a few gallons of fuel, then pump fuel through a filter into the main fuel tanks.

This would allow a pick-up, by rear winch line, lowered to the fuel source (ship, boat, truck or land) and raising a 55-gallon drum by means of sister hooks up to the blimp's car. After removing the bung and inserting the pump suction hose, the drum would be emptied and jettisoned in the clear.

By 1955, the fuel bag, complete with submerged electrically driven fuel pump, was ready for evaluation. Unfortunately, the blimp required modification and the ship servicing the blimp also required an ingeniously rigged boom affair to accommodate the fuel bag.

Once used, the fuel bag remained in the after station of the blimp, a latent bomb with fuel fumes sufficient to blow the car and crew to kingdom come.

Altogether, it was a hairy operation for the ship, blimp and associated crews. Unless the pick-up turn was executed smartly, the fuel bag, dangling 100 to 150 feet below, would swing through the ship's masts and rigging, spraying fuel over everyone and everything below. This would be enough to scare the living daylight out of all hands and certainly would do little for any further refueling.—W. S. Lawson, LCDR, USNR

• *It wasn't that we doubted V. J. B. had witnessed the refueling of a blimp from a ship at sea; it was only that, through long conditioning, our hackles rise whenever anyone says they were first.*

Our thanks to these and other correspondents for their comments and information on this unusual facet of the Navy.—Ed.

Family Memento

SIR: I am writing ALL HANDS seeking assistance in locating a valued family memento.

The item is a head-and-shoulders bust (plaster coated with bronze composition), slightly larger than life, of my then 12 year-old son. The bust is by V. de Buren. It is of a young American boy, hair parted on the left, and is an irreplaceable record and family keepsake.

This bust was among household effects delivered in an emergency move from Haiti to Naval Supply Depot,

Guantanamo Bay, in July 1963, for shipment to my next station, Naval Base, Norfolk. It was seen subsequently in an office at the Depot and at Leeward Point. I presume it is somewhere in the service, unidentified and I am appealing for information to any person who may have seen it at any time.

My wife and I will be immeasurably grateful for help and information.—R. H. D., Jr., Colonel, USMC (Ret.)

• *Any information available on this family keepsake may be forwarded to ALL HANDS and it will be passed on to the writer.—Ed.*

Good or Bad Omen?

SIR: Perhaps you can tell this unsalty civilian the meaning of an ancient sea tradition. Is it a good or bad omen when the moon is at its quarter and a star is in the hook?

"The Rhyme of the Ancient Mariner" mentions it, but doesn't say whether the omen is good or bad. Even though I have referred to many books, I haven't found anything which says one way or the other. Can you help me?—Mrs. S. D.

• *We'll try. Unfortunately, our Editor-in-Charge-of-Omens was not in the office when your letter arrived, so we were without his expert knowledge. Nevertheless our friends in the Naval History Division, in whom we have slightly more trust anyway, told us what they knew about the subject.*

The quarter moon with a star, or star-dogged moon, was thought to be an ill omen portending storms. In a Scottish ballad to be found in Cunningham's "Folk-Lore of Scottish and English Peasants," there is a line, "An ominous star sits above the bright moon." And in another ballad which describes a wreck scene we find, "And the moon looked out, With one large star by her side."

Irish seamen call this dogging-star "Hurlbassy," and also say it portends tempests. In "The History of Carrickfergus" (1827 version), we find the line,



AMMUNITION is offloaded from USS Mauna Loa (AE 8) at Roosevelt Roads,

"One star ahead of the moon towing her, and one star chasing her, are signs of storm."

To the best of our knowledge, nothing good is said about the star-and-moon combination to which you refer. Statistically speaking, we might also venture a guess that it is a bad omen since most superstitions (if you want to call them such) portend evil, rather than good, tidings.—Ed.

Permanently Pressed Uniforms

SIR: Permanently creased shirts and trousers have recently become available on the civilian market. If Navy uniforms were given this same permanent crease treatment, it would undoubtedly increase the good appearance of Navymen, lessen the demand on laundries and have a positive effect on morale.

How about it? Has the Navy considered the use of permanently creased uniforms? When can we expect them to become available?—A. H. S. and E. B. Y., LTs, SC, USN.

• Sounds very nice. However, it is suggested that you do not wait for permanent creases before you buy your next uniform.

The Navy supply people, of course, have given the matter considerable thought. They pride themselves in keeping tabs on all the new developments. In fact, some time back they conducted an experiment on permanently pressed shirts and trousers for comparison with Navy dungarees.

Regulation dungarees are 100 per cent cotton, but pure cotton will not withstand the high temperatures involved in the chemical treatment, so

the experimenters had to compromise. The experimental uniform was a combination of cotton and polyester: in 50-50 proportions for the trousers and 35 per cent cotton and 65 per cent polyester in the shirts.

Material for regulation all-cotton dungaree pants costs the Navy 49 cents a yard, while the 50-50 combination would cost 70 cents a yard. While pure cotton for the shirt runs only 25 cents a yard, the 65-35 combination would cost the Navy—and the Navymen—a dollar a yard.

The experimental uniforms were subjected to six launderings during the tests. After the washings and machine drying the treated fabric still held a sharp crease and a smooth press. However, in the course of experimentation the dark colored treated fabrics tended to lighten at the creaseline after successive washings. There was one other major drawback: Commercial no-press clothing is manufactured primarily for casual and dress wear, and when subjected to the constant bending, flexing

5.0 Was 4.0 in Early Days

SIR: I was interested in your reply to W. R. J., PNI, concerning performance marks, which was published in the May ALL HANDS.

I can vouch for the fact that performance marks based on the 5.0 scale were being assigned as early as 1908. My father first enlisted in the Navy in that year, and his CSC contains such entries.—R. T. Fahy, CDR, USN.

• Thus goes (and grows) the record. Thanks, Commander.—Ed.

and abrasion expected in work clothes, the cloth wears out rapidly. The result is an expensive set of work clothes which won't require a hot iron—but won't wear very long, either. In addition, permanent press is intended for home laundering at 140 degrees F., while shipboard laundries use live steam and water which is often 170 degrees.

When the positive factors are compared to the negatives, permanently pressed Navy-issue clothing does not seem likely in the near future. On the other hand, the process is comparatively new and further developments will almost certainly swing the balance in favor of the easy crease.

In the meantime the Navy is waiting for results of an armed forces experiment on permanently "creased" clothing, the results of which should be available in the next few months.

The permanent press treatment can't be applied to woolen or worsted type clothing such as enlisted men's blues or officer's khakis. But there is another new process for putting sharp permanent creases in trousers made of these materials. It might also be used in blue dress jumpers. Since it applies only to the creases and doesn't replace steam pressing, this second process is known as "permanent crease" but is easily confused with the quite different "permanent press."

Incidentally, permanently pressed or creased Navy uniforms may be made available on the civilian market. If so, the Uniform Board has no objection to Navymen wearing them providing the uniforms meet Navy regulations.—Ed.

Wave Uniform

SIR: Can a Wave wear a sweater with her Service Dress Light Blue or Service Dress Blue uniform? If there is a restriction, can the commanding officer authorize the sweater to be worn in an office where air-conditioners might leave some people with a chill.

Such a situation exists in our office. With the air-conditioner going, the Waves become a little chilled. It would seem logical to permit them to wear their sweaters rather than inconvenience everyone else by turning off the air-conditioner. Do you agree?—A. J. W., PNC, USN.

• We agree in principle, and so does "Uniform Regs." However, the sweater is authorized to be worn only with the working uniform. The Service Dress Light Blue is not a working uniform. Commanding officers should prescribe only those articles which can be worn in accordance with "Uniform Regulations."

Naval activities, however, may authorize the wearing of either the Service Dress Light Blue or the Service Dress Blue uniform during warm weather. In your office, where some may get chilled, they may be permitted to wear Service Dress Blue uniform.—Ed.

Submarine Sails

SIR: With regard to the caption for the picture in the upper left-hand corner of page 46 in your May 1965 issue, "sails" of old submarines were never called sails but have long been known as the conning tower fairwater.

This applied to all the superstructure around and above the conning tower. The specific portion of the fairwater shown in your picture is properly called the "after cigarette deck." They started to disappear with the conversions to Guppy type submarines in 1947.—W. F. R., LT, USN

• We will agree with you that submarine sails may never technically have been called sails, but we've also heard the conning tower fairwater frequently referred to as the sail—and by old salts.

You are, however, technically correct and probably know that, in ships of recent design having no conning tower, a similar superstructure would be called the bridge fairwater.—Ed.

Time in Grade

SIR: I submitted an application for consideration under the Warrant Officer (Temporary Program) which was disapproved because of time in pay grade.

I was advanced to PN1 on 16 Jul 1963 in the second increment of the February 1963 exams. However, as stated in the advancement letter, service in pay grade E-6 (PN1) is considered to date from May 1963. It seems clear to me that this would make me eligible for the Warrant Officer Program in accordance with BuPers Inst. 1120.18J.

Other men who took the examination the same time as I but who were actually advanced on 16 May 1963 were, of course, considered.

I realize that BuPers Inst. 1120.18J

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 *Canberra* (CA 70)—A reunion will be held 16 October at the Hotel Somerset, Boston, Mass. For further information, write to uss *Canberra* (CA 70) World War II Reunion Association, P. O. Box 161, Bradford, Mass. 01832.

• uss *Philadelphia* (CL 41)—The third annual reunion has been scheduled for 11-13 Aug 1966 at the Holiday Inn Midtown, Philadelphia, Pa. For details, write to Frank J. Amoroso, 93 Dunbar St., Somerset, N. J. 08873.

Ship Reunions

• uss *Thomas* (DE 102)—Shipmates interested in holding a reunion are invited to write to George W. Hughey, Menantico Road, R. D. No. 2, Vineland, N. J.

• uss *Stickell* (DD 888)—A reunion is planned for shipmates who served between 1947 and 1952. For details, write to W. F. Keller, 32 New England Drive, Gretna, La.

• *Commander Landing Ship Flo-tilla One*—A reunion is planned for those on board in 1952 and 1953. Write to Henry Lyndel Strand, c/o Camp Choctaw, Box 84 USL, Lafayette, La.

• *FruPac or JICPOA*—All those assigned at Pearl Harbor during World War II who are interested in holding a reunion in Honolulu next year may write to Frank D. Corbett, 1331 T St., P. O. Box 1462, Sacramento 14, Calif.

states that personnel must serve as petty officer first class for one year as of 1 July of the calendar year in which application is made. However, since my eligibility in pay grade E-6 is considered to date from 16 May 1963, it seems I should have been considered.—J. L. B., PN1, USN

• We're sorry to disappoint you, but BuPers Inst. 1120.18J should be taken literally. A man must have served as a petty officer first class for one full year as of 1 Jul 1964 before he can be considered for the warrant officer program.

You confused the requirements of the warrant officer program with those of the current segment advancement system by which men are advanced as a result of their participation in the Navy-wide advancement examinations. BuPers

Inst. 1120.18K now establishes the qualifying date with respect to time in rate as a PO1 at 1 November.—Ed.

Aircraft Catapults on DDs

SIR: I recently told a senior chief petty officer that I saw a destroyer with aircraft catapults and was told such things didn't exist. This was some time ago so I don't remember the details. Am I correct?—H. J. S., YN1, USN.

• We queried BuShips on the subject and were told it had no record of honest-to-goodness aircraft catapults having been installed on destroyers and we doubt that you were referring to the target drone catapults which have been carried on destroyer fantails.

We suspect you may have seen the old type torpedo tubes.—Ed.

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TAFFRAIL TALK

TRULY, new wonders of the world are being revealed almost daily to the inquiring minds of our scientists.

Take oceanographers, for example. A group from the Navy Electronics Lab is taking part in the exploration of submarine canyons off the coast of Baja California, Mexico, by means of a diving saucer.

Any amount of useful information was dredged from the bottom. Chunks of freshly broken granite as large as 10 feet in diameter were found. It was concluded that the granite had been deposited by means of flowing sand in an enormous submarine avalanche.

However, the primary interest of our explorers lay in the matter of sedimentation. They were concerned with possible clues to the processes by which sediment was deposited on the sea floor during a glacial lowering of the sea level throughout the world.

They came to the conclusion that at least two inches of sediment had been deposited within one year.

How did they come to this conclusion? Simple. The ocean's floor was covered with beer cans. Because flip-top cans had not been introduced in the area until about a year ago, it was possible, by measuring the extent to which they were buried, to obtain indications of the rate of sedimentation.

Truly, the advance of science is an awesome thing.

★ ★ ★

Intent (albeit somewhat passive) observers of the modern scene as we are, we would also like to invite your attention most respectfully to another contemporary phenomenon—the rise and proliferation of acronyms.

As names and titles become more and more complicated, it becomes more and more difficult to remember them. Further, it just takes too long to say them.

As a memory aid and general expediter, the acronym—which is defined as “a word formed from the initial letters or syllables of the successive parts of a compound term”—has been created. As the rules have not yet been firmly fixed, the concept holds immense potentials.

It helps if the word formed can be pronounced, although this is not really essential. Thus, one of our earliest acronyms, SPQR (**Senatus Populusque Romanus**), has done quite well for some two thousand years but no one has yet succeeded in pronouncing it.

Seabee is, of course, a famous example. So famous, perhaps, that some of our readers have forgotten that the original name is U. S. Navy **Construction Battalion**. *Waves* (**Women Accepted for Volunteer Service**) too, is a fine example of naval ingenuity. You can provide dozens of other examples. (CinC, PatRon, AmphibEx).

But it is in the space age where acronymia has truly reached its most glorious development. A glossary of space abbreviations and acronyms has as its title an acronym to end all acronyms: *abracadabra*—**Abbreviations and Related Acronyms Associated with Defense, Astronautics, Business and Radio-Electronics**. And this was originally a mystic word to ward off diseases!

Now that you've got the hang of the whole thing, see what you make of this one: **Generalized Information Retrieval & Listing System**.

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: HIGH AND DRY**—Flagship USS Yosemite (AD 19) looks as if she is sending a super long message to her destroyers as she airs her bunting on high. ➤



IN THE OLD NAVY & IN THE NUCLEAR NAVY



**IT TAKES ALL KINDS OF
SPECIALISTS TO RUN A SHIP**