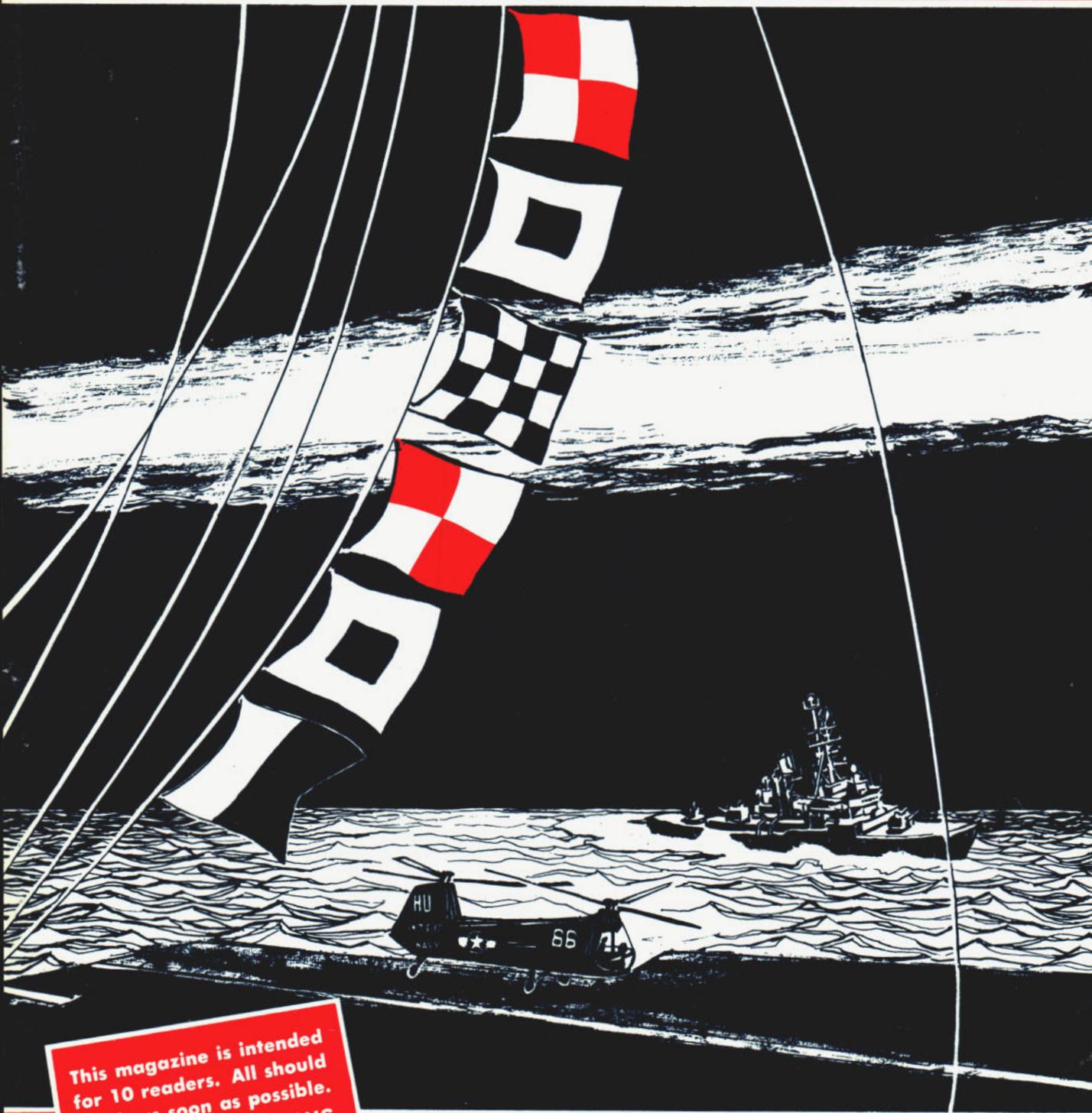


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
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APRIL 1968





ALL HANDS

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APRIL 1968

Nav-Pers-O

NUMBER 615

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Taffrail Talk

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Don Addor, **Layout & Art**
Ann Hanabury, **Research**
Gerald Wolff, **Reserve**

● **FRONT COVER:** FLAG BAG MESSAGE—Flag hoist is a familiar method of visual signaling, usually for tactical orders. In case you might be rusty on reading flags, the message flown from the halyard reads: USN, USA.—Drawing by ALL HANDS staff artist Robert H. Swain, SN, USN.

● **AT LEFT:** SHORT BREAK—Members of a U. S. SEAL team pause in a small palm grove during operations in the Vin Binh Province of Vietnam. SEALS (Sea, Air and Land) are counter-guerrilla experts highly trained in unconventional warfare and paramilitary operations.—Photo by Dan Dodd, PH1, USN.

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



HE HAD ONLY TIME TO SAY "DUCK!"

Courage Spoke Louder

IT WAS A DAY of courage, of heroic deed and death.

That's how 6 Mar 1967 will be remembered by the surviving crew of Patrol Boat, River (PBR) 124 and by the bereaved parents of Seaman David G. Ouellet, USN, the Navy's second Medal of Honor recipient of the Vietnam conflict.

The events which led to his death in the Mekong Delta began early in the evening on 6 March, just a little over a year ago.

PBR 124, with 22-year-old Ouellet of Wellesley, Mass., as its forward twin-50 cal. machine gunner, had penetrated into the Cua Dai tributary of the Mekong River in search of Viet Cong infiltrators. The location was about 18 miles from the boat's home base, My Tho.

ACCORDING TO THE REPORTS received from Commander K. H. Ruecker, then Commander River Squadron Five, darkness was beginning to set in over the quiet countryside when Seaman Ouellet noticed suspicious activity in a rice field near the river bank. He recommended to his boat captain SM2 James W. Van Zandt that they close the area and investigate.

At about 24 knots, the boat passed the area at a distance of 40 to 50 yards when a fragmentation grenade was launched from the shore. None of the surviving crew members saw either the activity or the launched grenade. However, it appears that Ouellet saw both.



Seaman David G. Ouellet, USN



He pulled himself out of the protecting gun mount and ran aft down the narrow gunwale of the speeding boat shouting as he did so: "Duck!"

As he bounded from the gunwale onto the engine compartment cover, with his left hand he pushed the boat captain, Van Zandt, from between the two vertical waist-high armor plates forward to safety.

In the split second that followed

the grenade landing in the after cockpit of the boat, Ouellet threw himself between it and the rest of the crew, absorbing most of the blast with his own body.

ALMOST ALL OF THE BLAST fragments that would have gone forward were absorbed or deflected by Ouellet's flak jacket and body. Most of the shrapnel holes later spotted had gone through the stern and down into the hull of the boat. Only three small fragments went forward. One caused a slight scratch on the back of Van Zandt's hand. Another caused a slight scratch on the scalp of RM2 Joseph H. Camp. However, Ouellet's head came to rest in a five-inch hole caused by the explosion.

"I am firmly convinced," said CDR Ruecker, "that the action of Seaman Ouellet was not a mere reaction. From his position down in the forward gun mount, with only his head and shoulder exposed, he could have easily just lowered himself to complete safety. If he had done so, he would have escaped even probable injury."

"The actions of Seaman Ouellet during the flight of the grenade were apparent conscientious efforts to save his shipmates. He realized the danger and placed that secondary to his determination that his boat and his shipmates would not be harmed by the grenade. This is in keeping with his previous conduct during the numerous times he was under enemy fire."

PBRs move cautiously while searching for enemy on canal bank.



"HE YELLED FOR US to duck," recalls Van Zandt, who told how Ouellet pushed him down and continued running aft without stopping. At his warning, the rest of the crew hit the deck and took cover.

Crewmember James D. Colville, GM3, USN, who had been forward with Ouellet before the young seaman burst aft, recalls that after the explosion Ouellet was "lying in the port corner of the stern of the boat. I ran back by the starboard gunwale and crossed over to him. Van Zandt reached him about the same time."

Ouellet was badly wounded in the body and forehead. Two of the five-man crew immediately began ad-

Than Words

ministering first aid while Van Zandt radioed for a Medivac helicopter and headed PBR 124 for the nearest friendly outpost. From there, Ouellet was evacuated to a hospital in Saigon where, despite all efforts, he died two and one-half hours after risking his life for his shipmates.

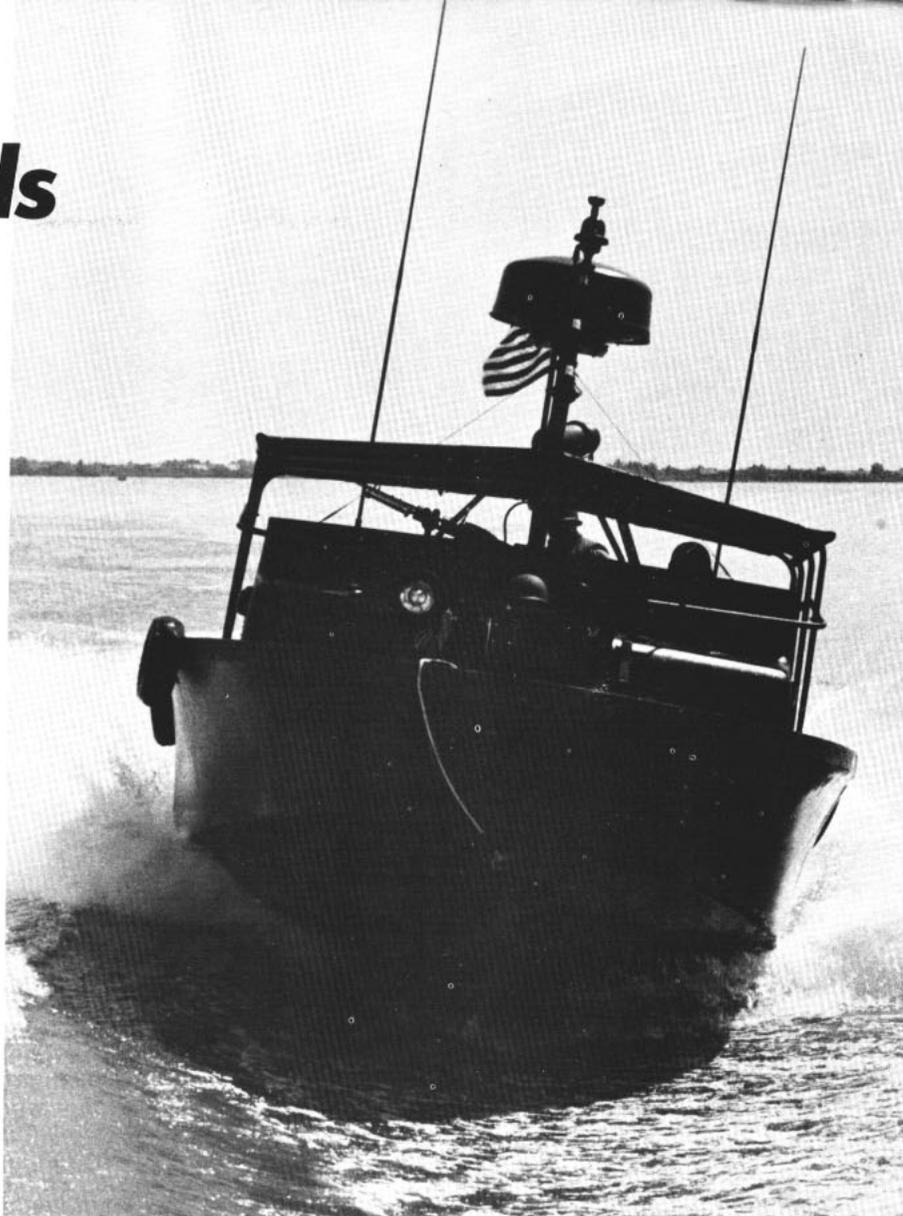
SUCH AN ACT is deserving of his nation's highest honor for gallantry —The Medal of Honor. And such recognition was given Seaman Ouellet on 30 January when his parents, Mr. and Mrs. Chester J. Ouellet, Sr., received the medal and citation from Secretary of the Navy Paul R. Ignatius in a Pentagon ceremony.

Ouellet, born in Newton, Mass., on 13 Jun 1944, was one of nine children. He entered the Navy in July 1964 after attending school in Wellesley. Following basic training at Great Lakes, he reported to Assault Craft Division 12 which deployed for five months to Vietnam in 1965. In June 1966, he underwent river patrol boat training at Vallejo, Calif., after which he returned to Vietnam in September to join Detachment 532 of River Squadron Five in My Tho.

Seaman Ouellet was the 25th serviceman to receive the Medal of Honor for gallantry in Vietnam, and the 731st Navyman so recognized by this nation since the War Between the States.

—Marc Whetstone, JOC, USN

Above Right: A Navy river patrol boat similar to the one Seaman Ouellet served on, speeds down a river in South Vietnam. **Lower Right:** A river patrol boat leaves a Vietnamese junk after inspection. **Below:** Mrs. Chester Ouellet accepts the Medal of Honor for her son from Secretary of the Navy Paul R. Ignatius as Seaman Ouellet's father looks on.





ADVISING ADVISOR—Edmund Canby, GMC, uses assault group radio to direct air and artillery strikes, call for medical aid and maintain contact with other groups. Rt: Vietnamese assault boat patrols Mekong Delta.

RAG-TIME SAILOR—

Legend of the

HOLDING onto the handrail, the chief made his way along the side of the command boat. At 0200 it was dark, and every step had to be taken carefully. One careless move, and he could have fallen into the swollen Mang Thit River.

With the Vietnamese River Assault Group (RAG) command boat moving swiftly downstream, Chief Gunner's Mate Edmund B. Canby, USN, was making his way to the craft's forward 20-mm gun mount to assist the gunner in repairing his weapon.

Chief Canby, the enlisted advisor to the Vietnamese Navy's RAG 31 based at Vinh Long in South Vietnam's Mekong Delta, had worked on all types of guns during his 24 years in the Navy and could fix the weapon, even in the dark.

During one period which was supposed to be a 24-hour truce in the fighting on Buddha's birthday, the RAG patrol had been attacked by the enemy from both sides of the river. The 65-foot command boat had taken hits by a B-40 rocket, recoilless rifle fire and automatic weapons before it could get out of the ambush area. One of the incoming rounds had damaged the 20-mm gun.

Assessing the damage, Chief Canby and the crew made the necessary repairs before returning to the ambush site to give the enemy a taste of his own medicine.

After silencing the enemy guns, the RAG continued patrolling the area until daybreak.

THIS WAS TYPICAL of the kind of duty experienced by Canby, and typical of many such actions in which U. S. Navy advisors are directly involved in the conflict in Vietnam.

15 May 1964, Military Assistance Advisory Group (MAAG) Vietnam was redesignated as Military Assistance Command, Vietnam (MACV). The Navy's efforts at that time came under the command of the Naval Advisory Group (NAG)—and this was when Chief Canby first reported for duty in Vietnam.

RAG-TIME HERO

While serving in Southeast Asia, Chief Canby has been decorated by the Vietnamese Government with the Cross of Gallantry, bearing the Bronze Star. From the United States, he has earned three Bronze Star Medals and the Air Medal as well as numerous campaign ribbons.

Assigned as an advisor to Vietnamese Coastal Group (junk force) 37 at Thiem Thom in lower Kien Hoa Province, Canby remained there for over a year. In September 1965, he was reassigned to Coastal Group 36 at Long Phu in Ba Xuyen Province.

It was while he was serving with the junk forces that reports of the chief's heroic exploits first began circulating around the Delta. On 9 Nov 1964, while he was still serving with the Thiem Thom junk base units, an event occurred which formed the basis of the legend.

That afternoon, the junk in which Canby was riding as an advisor gave chase to five Viet Cong sampans, herding them toward shore. As his junk came within range of the shore, enemy machine guns and rifles opened up with a heavy barrage of fire.

Grabbing a 57-mm recoilless rifle, Canby immediately returned the enemy's fire. The Vietnamese crew manned the .30-caliber machine gun and 60-mm mortar.

As they neared shore, the machine gunner was wounded, and the mortar crew went to his assistance. Then, when Canby fired the last of his recoilless rifle ammunition, he

jumped down to the mortar and began sending the enemy some high explosives. Singlehandedly, and without concern for his own safety, he directed the mortar fire which silenced the Viet Cong's .50-caliber machine gun positions.

When the mortar crew returned, Canby then manned the .30-caliber machine gun until the junk's crew had captured the five enemy craft and had destroyed several of the fortifications on the beach. The chief's heroic actions on that day earned him the U. S. Bronze Star Medal with Combat "V."

IN FEBRUARY 1966, Canby was called back to the U. S. to help set up a new curriculum for training river patrol boat crews. After three months of helping to organize the new training unit, he returned to Vietnam.

Arriving in the Mekong Delta in



VIETNAMESE crewman discusses working on 81-mm mortar with Chief Canby. The chief gunner's mate works and lives with Vietnamese river assault group.

Delta

May 1966, Canby was assigned to the U. S. Navy's Operation Game Warden as a patrol officer with River Patrol Section 511 of River Division 51, which had become operational a month earlier.

On a routine patrol of the Bassac River about 15 miles southeast of Can Tho, the river patrol boats (PBRs) being directed by Chief Canby were attacked from the riverbank by Viet Cong with automatic weapons and rockets. Unable to suppress the heavy fusillade of enemy fire, the chief radioed for helicopter gunship air support.

With the arrival of the helicopters, Canby moved his boat into an area near the enemy positions where he could direct the air strikes. With bullets flying around him from the enemy's machine guns, he maintained his forward position until the last Viet Cong attacker had been put down.

While he liked his job of patrolling the rivers of the Mekong Delta, the chief yearned for his former role as an advisor to the Vietnamese Navy. Thus, at his request, he was reassigned to the Vietnamese River Assault Group (RAG) 31 at Vinh Long on 20 May 1967.

Upon his transfer from the River

Division, Chief Canby's immediate superior, Lieutenant N. B. Howell, Officer in Charge of River Section 511, made the following comments:

"Chief Canby's initiative, courage and devotion to duty while engaged in action against Viet Cong insurgents are incomparable. His performances while under fire from the enemy have shown him to be an excellent leader of the highest caliber. And, his ability to direct and coordinate supporting elements during hostile engagements has contributed greatly to the success of the River Section's operations."

IN THREE YEARS Canby had become the legend that was to be told again in action that occurred only this past June. Lieutenant J. A. Daniel Smith, U. S. Navy Advisor to Vietnamese RAG 23, recalled the event.

LT Smith began: "On 25 June I had the opportunity to be on patrol with Chief Canby and the RAG he advises. We were embarked on a commandment boat, when at 0800 we received word that the 1st and 16th Vietnamese Army Battalions were under attack. They were located near the Mang Thit River, about halfway between the Co

Chien and Bassac Rivers in the Mekong Delta.

"As we were already on the Mang Thit River, the RAG immediately proceeded to the site of the attack so we could give the Army units gunfire support, and, if needed, a troop-lift capability.

"Having gotten to within a few miles of the embattled area, our boats were suddenly attacked by the Viet Cong. They were hitting us with 57-mm recoilless rifle and B-40 rocket fire, as well as with automatic weapons and small arms.

"The ambush attack was so intense that we were unable to suppress the enemy's fire then, and had to fight our way out of it," LT Smith continued. "Had it not been for the quick action of Chief Canby in firing a grenade launcher at the enemy, all of us on that boat might have died.

"Chief Canby's immediate reaction in firing a high volume of accurate fire with the M-79 grenade launcher at the enemy's 57-mm and B-40 positions, dug in on the riverbank less than 150 feet away, was directly instrumental in silencing many of the enemy and prevented the possible destruction of the RAG.

"Despite the intense automatic



TRAINING crewman how to load a machine gun.—Photos by L. Robinson, PH1.

weapons fire being directed at him by the Viet Cong, the chief remained kneeling on the deck of the command boat and continued to return the enemy's fire. When he ran out of ammunition, he made his way to the pilothouse and assisted a Vietnamese gunner to repair a .30-caliber machine gun that had been damaged by enemy fire.

"Chief Canby then assisted the

gunners of a 20-mm cannon and .50-caliber machine gun in repairing damage to their weapons. With this done, he made his way down to the engineer to assist in repairing an engine cooling line hit by rocket fire.

"Once we were clear of the ambush," LT Smith said, "the chief radioed for a helicopter to evacuate the wounded, then began giving first aid to them.

"Man, when the chips are down," concluded LT Smith, "there is no one I would rather have on my side than Chief Canby."

Chief Canby has just recently applied for another extension of duty in Vietnam. He likes his job as RAG advisor, and to explain why, he had this to say:

"As far as naval units are concerned, I think these RAGs are among the finest I've seen. Militarily, they have taken everything thrown at them by the VC, have stayed in there and slugged it out, and have won every battle.

"The RAGs," concluded Canby, "are living proof that naval units can work effectively with ground forces in waging battle against the enemy. I have nothing but the highest praise for the men of the Vinh Long RAGs."

The chief's new boss, Lieutenant Kenneth C. Jacobsen summed it up this way:

"Chief Canby is certainly a legend throughout the Delta for his many exploits. But what impresses me most about him, and what he's probably best known for, is the way the Vietnamese sailors admire and respect him.

"He works side by side with them," LT Jacobsen concluded, "and they know that when he gives them advice and training, it has been tested and used, and will work."

—E. T. Tompkins, JO1, USN

CHOPSTICK EXPERT—Vietnamese crewmen become advisors as Chief Canby learns chopstick techniques.





USS WINDSOR at work in Subic. Rt: Docking basin is lined with keel blocks which will support incoming ship.

ARD Leaves Them High & Dry

DRYDOCKING is the simple matter of getting a ship high and dry so that it may be repaired. The operation seems simple because a team of Navy professionals make it so.

One Navy team of professional drydockers is the crew of *uss Windsor* (ARD 22).

Windsor has been serving as part of the ship repair facility at Subic Bay for 13 years. In that time, she has docked more than 1000 vessels ranging in size from destroyers and submarines to small service craft.

Each of the dockings has been different even though some of the ships have been of the same class. Even ships of the same class have peculiarities in hull configuration and frame placement.

The docking procedure begins when a message is relayed to Ship Repair Facility, Subic Bay, by the ship requesting a docking period. The request is forwarded to the dock-

ing officer, who schedules the yard period and checks specifications for the ship to be docked.

A PATTERN of keel and frame support blocks is assembled on the chamber floor of the drydock to receive the ship for repairs. There is no margin for error in the arrangements of these support blocks, and the professionalism of men such as those of *Windsor* is evident in their placement. If one block misses a frame when the water is pumped out of the dock, the weight of the ship will punch a hole in the hull.

General quarters is sounded during the flooding process, and *Windsor* crewmembers man air and water valves, straighten tow lines and ready service connections for the incoming ship.

Windsor sinks gradually when the stern gate is lowered and all valves opened. She descends to a depth of

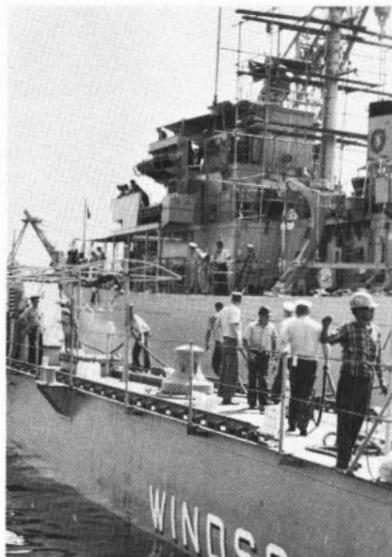
30 feet in about an hour. Tugs and push-control craft usher the ship to be docked toward the stern gate of the drydock. A weighted line marks the keel position over the submerged blocks as the ship eases into place. Marked chains set between the well walls serve as guides for the keel line indicators. A web of lines is strung between the well walls and the ship for stabilization and maneuvering.

A final check of keel alignment is made by a team of SCUBA divers before pulling the plug on the drydock. Pumpout is a time-consuming procedure. During this operation, keel position and support lines require constant watching.

Finally, the last drop of water is pumped from the now dry drydock, and *Windsor* contains a high and dry ship ready to be repaired.

—Story and Photos by
Tim Leigh, JONN

EASY DOES IT—USS *Lucid* (MSO 458) is towed into submerged docking basin. Center: *Lucid* is maneuvered directly above keel blocks. Right: Guideline hangs from bow as crewmen aboard *Windsor* (ARD 22) center ship with lines.





KEEPING TABS—River Assault Group checks craft to make sure they are not carrying supplies to the Viet Cong.

PATROL BOATS *Keep the Canal Open*

IN THE Mekong Delta, an area of approximately 7000 square miles, hundreds of waterways lace the rice-rich land, providing avenues of transportation for thousands. It is over these water arteries that the Vietnamese farmer must transport his produce to the marketplace. Thus the importance of keeping them open and secure from Viet Cong harassment is obvious.

One important connecting canal is the Mang Thit-Nicolai, located in Vinh Long Province between the Bassac and Co Chien Rivers about

40 miles inland from the South China Sea. Made up of the Mang Thit River and the man-made Nicolai canal, this transportation artery once saved farmers and merchants two days when transporting goods from the city of Can Tho (on the Bassac) to Vinh Long (on the Co Chien).

Until last summer, the MT-N canal had been closed to civilian use. It was Viet Cong-controlled. And if you did use it, you paid through the nose.

The VC used extortion as a means of getting supplies, collecting "taxes"

from users of the waterway. The canal was also a major supply route for Viet Cong forces.

Today, the canal is open once again to commercial traffic. And Vietnamese farmers no longer have to pay illegal fees to transport their goods to market.

Knowing the importance of the Mang Thit-Nicolai canal, the Vietnamese government began a campaign last February to wrest control of the area from the Viet Cong.

Designating the region adjacent to the canal as a "special zone," the

HEAD WORK—U. S. Navy advisor discusses operations with officer of River Assault Group. *Rt:* Canal inspection.



Vietnamese sent two Army battalions, five Popular Force (local village or hamlet military units) platoons, three Regional Force (provincial military units) companies and one company of Police Field Forces (a segment of the National Police) into the area, to organize the population, and to open and provide security for the canal.

Vietnamese River Assault Groups (RAGs) based at Vinh Long were used in the campaign to provide armed landing craft and gunboats for troop-lift, patrol and gunfire support for the ground operations.

DURING THE COURSE of the campaign, the combined Vietnamese ground and naval forces constructed 11 new outposts to help in controlling the 31-mile long waterway. They also built bridges, classrooms, roads, medical facilities and a marketplace in each of five former VC-controlled hamlets.

While returning 824 families to their villages from which they had been displaced by the VC, the Vietnamese armed forces secured the entire length of the canal as well as everything within a mile on both sides. Some 30,760 people live within these boundaries.

Regaining operational control of the canal from the VC was no easy task. Many long and hard battles were fought. Finally, the VC were driven out.

As the canal becomes more and more secure and safe for travel, the number of civilian craft using it continues to increase. Even before the canal was declared formally "open" there was a noticeable increase in its traffic. During one six-month period there were more than 940 60-to-100-ton craft using the canal, as well as thousands of smaller sampans and junks.

The Vinh Long-based River Assault Groups had the main responsibility of patrolling the canal on a 24-hour basis until it was formally opened. Each RAG would spend 10 days patrolling the waterway while the other was being used to support other Mekong Delta operations.

According to one U. S. officer who is an advisor to a River Assault Group, "The reopening of the Mang Thit-Nicolai canal is probably one of the most important operations ever conducted in the Mekong Delta."

—Tom Tompkins, JO1, USN



KEEPING THE BOATS FIT—Maintenance crews at Nha Be keep the river patrol boats of the Operation Game Warden units in operating condition

PBR Support Barges

River patrol boats plying Vietnam's inland waterways now have a support base especially designed to accommodate them.

Up to now the PBRs have been forced to return to Saigon for repairs and various other services, thereby shortening their operating time. A cluster of barges anchored in the middle of a well-patrolled river has changed all that.

Designed by the Naval Facilities Engineering Command, the PBR support facility is made up of four barges each of which provides a separate support function.

The unusual logistics base is designed to accommodate numerous PBRs and has facilities for repair; berthing and messing; and water, fuel, ammunition, and food storage.

The barges are each 110 feet long and 30 feet wide. The four units are:

- Administration Unit — The barge has a superstructure containing administration offices, ship's store, supply office, communications space, repair shop, armory, command center, CPO berthing, and sick bay. It has berthing for 23 men.

- Galley and Mess—Contains a dining space with galley and associated equipment, central air-conditioning plant, berthing for 21 transients, and power units. The hull

contains fuel, water, and dry stores space.

- Berthing Unit—Provides living spaces for 116 people, and laundry facilities. The hull contains fuel and water storage.

- Repair Unit — Superstructure contains repair office and shop space. It has cleared space on about half the deck for small boat repair, and an overhead bridge trolley crane for lifting small boats from the water. The hull contains fuel, spare engines, pumps, and repair parts storage. Also in this hull is a desalinization plant to convert salt or brackish water to potable water.

"Big Gun" Title Claimed

uss *Mansfield* (DD 728) claims the title of "Top Destroyer Gun" for the most rounds fired in Vietnam. As of late December 1967, the Yokosuka-based destroyer had fired 24,685 rounds, and had passed the previous titleholder, her sister ship, uss *De Haven* (DD 727).

The men of *Mansfield* are confident of their possession of this title, but just to make certain that no other destroyer has been slighted, challenge all other ships who feel they deserve the title to step forward and be recognized.

Mansfield, attached to Destroyer Squadron Nine, is commanded by Commander Jack R. Griffin, USN.



LSTs: Mobile Bases on



WHEN THE NAVY became involved in river combat in Vietnam, there was a need for mobile bases that could support river craft and helicopters.

The LSTs fit the description.

USS *Jennings County* (LST 846), *Hunterdon County* (LST 838), *Harnett County* (LST 821), and *Garrett County* (LST 786), were among those pulled out of mothballs and outfitted to support Operation Game Warden forces in the Mekong Delta.

While on station in the Delta, each LST carries a full river patrol section (usually 10 boats and 50 to 60 men) and two UH-1B copters and crews.

The embarked PBR section is dependent upon the LST for logistic and maintenance support. The boats'



ALL HANDS



the Mekong

engines are overhauled or rebuilt, the radar sets are maintained and, in some cases, entire sections of hull are fashioned out of fiber glass by the skillful LSTmen.

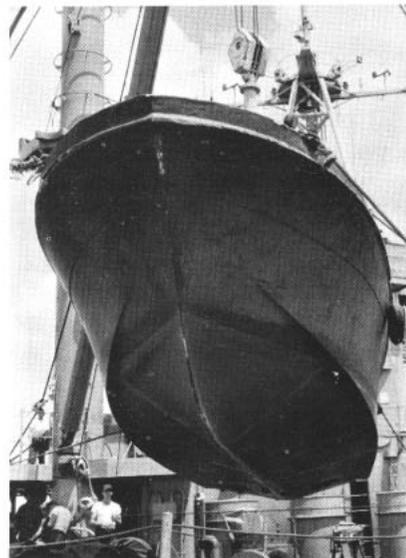
Most of this maintenance is done with the PBRs in the ships' tank decks. This in itself causes problems. Getting the 31-foot, seven-ton boats out of the water and into the tank deck hatches takes skill and precision.

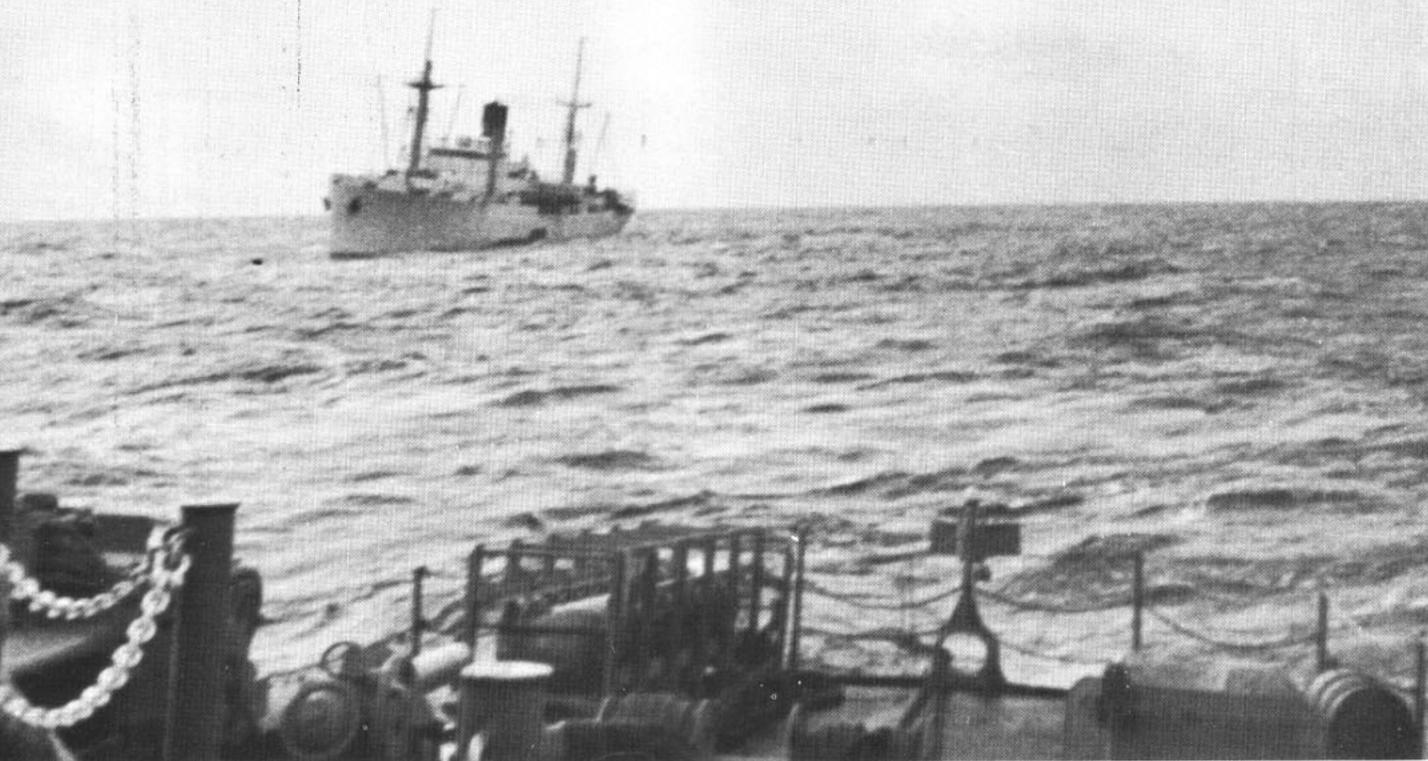
Although the helo crews perform their own maintenance, the LST crews fuel and arm the gunships and provide landing signalmen to direct the helo pilots.

LST duty in Vietnam means spending most of the time on a muddy, treacherous river. But this is

the Navy's river combat, and the LSTmen are glad to be a part of it.

Photos Clockwise from Upper Left: (1) Patrol boats leave uss Harnett County for a day on the river. (2) uss Jennings County shells enemy positions on Bassac River. (3) Helicopters use LSTs as home roost between support missions. (4) PBR is hoisted aboard uss Garrett County for work by maintenancemen. (5) uss Harnett County is one of four LSTs outfitted for support of helicopters and patrol boats. (6) Landing signalman directs helo off uss Hunterdon County flight deck. (7) PBR is hoisted from tank deck ready for service after quick repair job.—Photos by Tom Walton, JO1, and Dan Dodd, PH1.





SHIP IN TROUBLE—USS *Hissem* (DER 400) tries to tow burning reefer from path of typhoon in waters near Guam.

Rescue at Sea: A Navy



IT GOES WITHOUT saying that every naval ship's mission is primarily military. Nevertheless, each has the obligation, whenever possible, to lend a helping hand to vessels in distress at sea.

Stories of sailors rescued by U. S. Navymen from death or injury at sea are not unusual and, probably for this reason, many of these reports receive only local recognition.

Here is a roundup of the latest search and rescue stories to add to the collection.

USS *Navarro* (APA 215)

A distress signal was flashed to all ships by a British merchantman being pounded to death by typhoon-swept waves in the South China Sea.

Eighty-five miles from the stricken ship, *uss Navarro* received the signal and altered her course. Intermittently, *Navarro* received other communications from the British vessel and learned that 44 men were aboard the ship, which was on a reef and on the verge of disintegrating in crushed by the sea and reef.

After sighting the stranded ship,

Navarro dropped anchor about three miles away and launched two 30-ton LCMs (landing craft, medium) to take the seamen off the hulk.

Swells on the lee side of the reef were over 15 feet high but conditions on the windward side were even worse where the swells reached 25 to 30 feet.

Wave after wave plunged over the British merchantman and one of *Navarro's* landing craft nearly capsize under the weight of a 30-footer which slammed into her, breaking open the landing ramp.

The LCM's crew battled the flooding sea and finally managed to close the ramp but not to secure it. Until the ramp would remain closed, it was futile to continue.

Meanwhile, the coxswain of the second craft, despite doubts concerning the final 600 yards which separated the LCM from the wreck, continued to push on. With the lives of 44 men at stake, there was little choice. The LCM approached the British ship from the lee side of the reef. She was able to take 22 men aboard before waves plunging over the craft forced it to cast off.

Although the transfer of 22 shipwrecked sailors from their vessel to the LCM was a victory, three miles of vicious water still separated the LCM from its mother ship. One of the men from the British ship didn't make it.

A large wave hit the LCM, sweeping two men over the side. One was rescued by a Navy swimmer with a line attached to him, but the other's life jacket was ripped off by the churning waves and he disappeared from sight before the rescue boat could reach him.

The survivors and the crew of the LCM were still in grave danger. To keep themselves afloat, the crew bailed water frantically during their return to *Navarro* and, despite serious flooding, the craft reached its mother ship.

While its sister LCM struggled toward *Navarro*, the first landing craft, which had secured its ramp with cable, block and tackle, reached the foundering merchantman and rescued the remaining men aboard.



SOS EQUALS SAR—After seven-hour search, crewmembers of cargo ship on reef are hoisted to safety and flown to carrier for safe passage to Subic Bay.

namease coast near Duc Pho and heavy seas pounded her against some submerged wreckage.

When *Navarro* arrived at the scene, *Clarke County* was fully broached with one propeller buried in the sand and her bow doors open and swinging freely.

A damage control party from *Navarro* boarded the LST and found large holes in her side, the result of pounding against the sunken craft.

It was immediately apparent that the LST's bow doors would have to be closed and the ship drained before salvage would be possible. It was also apparent that, unless *Clarke County* were shored from within, she could easily break apart.

More damage control crews from various ships came aboard the stricken LST with shoring and repair kits but during the night, *Clarke County* lost all power, communica-

Routine

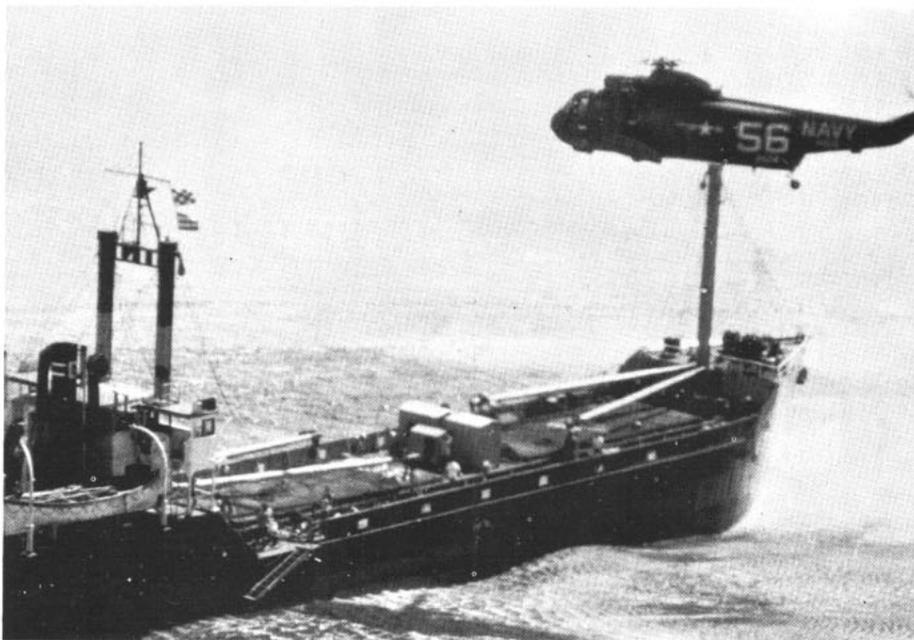
Approaching the stricken ship was difficult, for waves kept spilling over the craft, threatening it with destruction against the reef. Nevertheless, a combination of considerable skill and a little luck enabled the LCM to reach home base.

Upon reaching *Navarro*, the survivors were given medical treatment and the five most seriously injured were put to bed in *Navarro's* sick bay. The remainder were transferred to a Dutch merchantman which had also received the distress signal.

When *Navarro* was safely away from the reef, her captain visited sick bay to check on the injured men. After their experience, the men were near exhaustion but one, despite his injuries, managed a smile and calmly said, "So nice of you chaps to drop by."

Ships Team Up for Race

For *Navarro*, the rescue of the British merchantman's crew was only the beginning. A short time later, a Navy tank landing ship, *USS Clarke County* (LST 601) broached in a pounding surf on the South Viet-



ANSWERING THE CALL—Chopper from *USS Kearsarge* hovers over ship.



SOUTH VIETNAMESE cargo junks, dead in the water off Vietnam coast, receive assistance from Operation Market Time DER *Wilhoite* (DER 397).

tions broke down and pumping operations were threatened.

To complicate matters, a scattering of hostile fire from the nearby hills endangered rescue operations, but a ring of tanks set up to defend the ships quickly returned the fire and silenced the snipers.

In midafternoon, *uss Ute* (ATF 76) arrived on the scene and was joined by *uss Bolster* (ARS 38). Both ships played a major role in refloating the stricken vessel. At various times *Iredell County* (LST 839), *Windham County* (LST 1170) and *Alamo* (LSD 33) also participated in the salvage efforts.

During the early stages of the salvage operation, *Navarro* operated as a floating damage control, communications and support center for the repair parties and crew aboard *Clarke County*.

She also controlled the helicopter

lifts of supplies to the stricken vessel, rounded up equipment needed aboard, and fed the damage control parties from the other ships as well as the LST's crew.

Navarro was released soon after *uss Mars* (AFS 1) arrived on the scene on 21 November and returned to the operation in which she had been engaged. *Clarke County* was refloated on 30 November.

Navarro's efforts on behalf of *Clarke County*, however, did not go unnoticed. Words of praise and congratulations came from, among others, the Logistics Support Force Commander of the U. S. Seventh Fleet—Well done.

—William Johnson, JO2, USN

USS *Kearsarge* (CVS 33)

The South China Sea seems a fertile area for rescue missions. When *Kearsarge* was en route to Subic Bay

after 21 days off North Vietnam, she was notified that a Korean freighter was grounded on a shoal. The vessel had lost power in its engine room and was flooding. One of the 27 men on the grounded ship was injured and all had to be taken off the ship.

Choppers from *Kearsarge's* Helicopter Squadron Six were dispatched to find the Korean ship and pick up the crew. Seven hours later, the vessel was located and an aircrewman was lowered to help members of the crew into the rescue harness.

Six of the survivors were taken aboard the first chopper, including the injured man, while the others awaited rescue by the other two SH3A helicopters which hovered overhead.

The Koreans were transported in the big helicopters to *Kearsarge*, where they were given medical examinations and fed a hot meal.

When *Kearsarge* docked at Subic Bay, the sailors without a ship were sent to the base hospital for observation while the Korean Embassy in Manila made arrangements to return them to their home.

USS *Wilhoite* (DER 397)

uss Wilhoite also came to the aid of sailors in trouble in the South China Sea. While patrolling off the coast of South Vietnam, *Wilhoite*

TO THE RESCUE—Navy ships steaming to aid those in distress at sea are not unusual. Ships below have done so.



USS *Wilhoite* (DER 397)

USS *Hissem* (DER 400)



USS *Kearsarge* (CVS 33)

USS *Navarro* (APA 215)



came upon two cargo junks whose engines had broken down.

A boarding party from the DER looked the situation over, but found the motor on one of the junks needed a major overhaul. The other motor was repaired by *Wilhoite* mechanics.

For the Vietnamese in one of the junks, *Wilhoite* arrived in the nick of time, for they were completely without food and water and one of the crewmen needed medical attention.

After treating the sick Vietnamese and giving the crew of the disabled junk food and water, the boat with the *Wilhoite*-repaired motor began towing the other junketeers to home port.

A week earlier, *Wilhoite* had played another role in the rescue mission field. This time it was with a Vietnamese coastal freighter which had a badly damaged rudder.

Unfortunately, the repairs needed by the freighter were too complex for *Wilhoite's* facilities, so she radioed the nearby base of Qui Nhon requesting a tug which could tow the freighter to safety.

USS *Hissem* (DER 400)

When the radar operator in *uss Hissem* (DER 400) picked up a large, stationary blip in the path of an oncoming typhoon, it seemed probable the blip would prove to be a ship in trouble.

Hissem, which had left Guam early in the morning to avoid the typhoon, altered her course to investigate and, about 15 miles from the blip, was able to establish radio contact with *ss San Jose*, a reefer about 80 miles from Guam.

When *Hissem* was still seven miles from *San Jose*, her crew could see the reefer's lights but they soon faded because *San Jose* lost her power. But the ship became visible again when an ominous column of smoke and flames billowed from amidships and from the stack.

Before *Hissem* reached *San Jose*, she found two lifeboats in the water and discovered that 13 men still remained aboard the reefer. Inasmuch as the men in the lifeboats were in no immediate danger and things looked perilous aboard the burning ship, *Hissem* pushed on.

Upon reaching the reefer, *San Jose's* skipper informed *Hissem's* captain that the crew remaining aboard was in no immediate danger and urged *Hissem* to return and pick

up the men in the lifeboats.

When *Hissem* again located the lifeboats, the men in one of them were already being picked up by a newly arrived ship.

Hissem's crew helped the 19 men from the other lifeboat aboard and gave them first aid, hot coffee and dry clothes.

When the DER returned to *San Jose*, she found the fire was raging out of control in the reefer's engine room and had spread to the berthing spaces.

The men remaining on board *San Jose* badly needed firefighting aid and equipment, which *Hissem* set out to supply in her boat.

As the boat was launched in the heavy seas, however, the davits were carried away, the engine stalled and the boat drifted.

Fortunately, the whaleboat was brought alongside the DER and the crew clambered to safety. Then a line was passed to *San Jose* in the hope that her crew could successfully pull the boat and its equipment alongside.

The scheme worked beautifully

until the whaleboat came alongside *San Jose*. Then the heavy seas swamped the whaleboat before the equipment could be unloaded. The whaleboat was lost.

Although the typhoon was fast approaching, *Hissem* began towing *San Jose* out of the storm's path but the reefer's jammed rudder made towing difficult in the heavy sea. After four hours, the tow was lost.

Because fire was still raging in *San Jose* and the weather was rapidly becoming worse, *Hissem's* captain and *San Jose's* skipper decided to abandon the reefer.

The 13 men remaining aboard *San Jose* climbed down the side of their ship on a rope ladder and onto a rubber life raft. After an anxious few minutes, the sailors and *San Jose's* captain were brought aboard *Hissem* which headed south fast to avoid the typhoon's wrath.

Congratulations were not long in arriving for *Hissem's* captain and crew. The salvage attempt and the rescue in the face of a typhoon, the messages said, were in the highest traditions of the sea.



A REEFER—Coral Sea copter comes to the aid of Liberian freighter on reef.



ALL SMILES—Flight deck personnel of USS *Coral Sea* (CVS 43) escort merchant seamen from helicopter that rescued them from grounded ship.



RESCUE TEAM NUMBER ONE: *The Paramedics*

WHEN SEVENTH FLEET Search and Rescue teams sought pointers in land and sea SAR techniques, they looked for and found an expert on the subject at Subic Bay, R. P.—Cubi Paramedic Rescue Team Number One.

The two doctors, two corpsmen and the aircrew survival equipment-man who make up the team don't consider themselves a venerable Navy institution. The group was, in

fact, organized only five years ago when two medical men at the Cubi Air Station adapted standard rescue techniques to the rough Philippine jungle terrain.

When the team was organized, its rescue role was a secondary duty. Now, however, it is officially recognized, not only as a practicing rescue team, but as a teacher of SAR men throughout the Seventh Fleet.

Team Number One has been in

the training business for about a year. It started its teaching career when one of the Fleet's SAR helicopter units felt it lacked sufficient background. Thanks to Cubi's paramedics, that deficiency has been remedied.

Cubi has developed a course which includes a strenuous physical conditioning program, instruction in frequently encountered land and sea rescue problems, first-aid techniques,



and indoctrination in the use and care of rescue equipment. In less than a week, the team is able to give a potential paramedic a thorough understanding of the essentials.

In the final stage of the course, the student is required to rescue a pilot who has injured himself in a crash in rough country. The injury is simulated; the roughness is not. The student, borrowing a technique more familiar to mountain climbers than aviators, rappels from the helicopter, administers first aid, hooks the man up and gets him out.

Meanwhile, he has learned how to handle some of the aviation gear he will come in contact with, has become familiar with the problems to water rescue, has cut rescue time to 26 seconds in day, 39 seconds at night.

"When a man graduates from this school," says Dr. Frederick Buehl, the current team commander, "He's a real rescuer. We've simply given him some techniques, some confidence, and a little knowledge of his tools. The rest he does by himself."

Clockwise from Upper Left: (1) Realistic in every detail except for hostile gunfire, a hover, quick jump and quick pickup pilot recovery exercise is carried out by a paramedic class at Subic Bay in the Philippines. The pickup has been practiced to such a degree that it can be effected in as little as 26 seconds. (2) Paramedic practices clearing downed pilot from his parachute. (3) Quick-time pickup is watched from Cubi crash boat standing by to pick up men after the exercise. (4) Following a helo pickup exercise, paramedic class member is hauled out of the water by Cubi crash boat crew. (5) Hospital Corpsman Eugene W. Bliss, USN, is one of the pioneer developers of the paramedic rescue method. (6) Instructor shows paramedic class members how pneumatic splints protect injured pilots.

—Text by Tim Leigh, JO3
Photos by Ken Dalecki, SN





Duty in the Antarctic is an experience that many Navy men have thought about but relatively few have actually undergone. What is this duty like? Why are Navy men serving at this location at the bottom of the world?

To get a better understanding of the Navy man in the Antarctic, let's take a look at Air Development Squadron Six. This squadron is an excellent source to turn to. Its members, rotating of course, have 12 years of experience on the job at and around the South Pole. Here's their story.

The basic article, coming directly from the ice continent, was written by Chief Journalist Jim Partee, USN. Some of the statistical and background material is from the U. S. Naval Support Force brochure, "Introduction to Antarctica." The excellent photos are the work of Charles Durel, PH2, USN, and Don Weldon, PH3, USN.

AIR DEVELOPMENT SQUADRON Six (VX-6) is the U. S. Navy's only aerial support squadron in the Antarctic. It consists of about 450 officers and enlisted men,

REPORT FROM VX-6

with detachments at Quonset Point, R. I., Christchurch, New Zealand, and "on the ice" (as the Navy men call Antarctica).

VX-6 has been going back and forth to the Antarctic for 12 years. Last year's Operation Deep Freeze saw the squadron, known as the Antarctic Airline, making 578 flights, totaling 7537.7 hours of flight time, and carrying 10 million pounds of cargo and 1106 passengers.

The mission of VX-6 includes aerial reconnaissance of the snow and ice for scientific land traverse parties, photo-mapping sections of the huge continent, transporting fuel, cargo and passengers within and to Antarctica, resupplying of inland stations and placing of scientific parties in the field, and providing search and rescue capabilities.

The squadron was commissioned on 17 Jan 1955 at the Naval Air Station, Patuxent River, Md. Its job was to conduct aerial operations in conjunction with the U. S. government's participation in the International Geophysical Year in the Antarctic. Exploration and photo-mapping were the main missions assigned, but knowledge of aircraft maintenance and special techniques for large scale flight operations in the Antarctic environment were also needed.

When the Navy requested men to volunteer for Antarctic operations, the Bureau of Naval Personnel was flooded with requests to join VX-6. As a result, only one man out of every 16 could be selected.

After an intensive training program in cold weather working conditions, survival and the mission of the squadron, the first officers and enlisted men of VX-6 were ready for the ice and anxious to get there.

WHY DO MEN go to the Antarctic? Why do they face the cold, the blizzards, the long winter months of darkness and separation from their families and friends?



BLAST-OFF—Ski-equipped *Hercules* of Air Development Squadron Six fires JATO during takeoff from ice runway.

Twelve Years on Ice

Each of the many who have been there could answer these questions only in his own way. In the early days, men went there for their living—to hunt the whales and seals which abound in the waters of Antarctica. Their first and foremost motive, however, would have to be the challenge of the unknown. From the primitive explorations of centuries ago to the sophisticated studies of today, man has gone to Antarctica to search; to explore the unknown.

What do the scientists of the U. S. Antarctic Research Program want to learn from the Antarctic? Knowledge of the weather is one thing. It is believed that Antarctic weather influences the weather everywhere else in the world. Wind patterns formed on the continent have had their effects thousands of miles away. Physicists study the Antarctic continent which provides a platform for the study of the earth's magnetic field, cosmic rays, and the Aurora Australis, the southern hemisphere's equivalent to the Northern Lights.

Another subject that interests the scientists is the great icecap. Is the amount of ice growing larger or smaller? Are we headed for another ice age? Will coastal cities around the world be inundated by the water from the melting of the vast icecap? No one really knows the answers to these questions, yet.

Biologists are also conducting studies on the continent. They are seeking to discover new forms of plant and animal life and are studying flora and fauna which have already been classified.

Although deposits of minerals have been discovered through geological studies and men have talked about their economic possibilities, it seems that the main export of Antarctica for the foreseeable future will continue to be scientific data.

These are some of the factors that explain why men go to the Antarctic. And this explains the role of VX-6. It carries passengers—scientists, explorers and mainte-

nance personnel—to the Antarctic. And it helps to carry out scientific missions on the scene.

For the Navy men who volunteer for Antarctic duty (and there are always volunteers), there are a number of reasons. In a world of narrowing horizons, the Antarctic represents one of the few frontiers left to us. Navy men have always been in the forefront when it comes to exploring the corners of the earth—and of space itself. To the Navy man, Antarctic duty offers adventure, excitement, the tests of endurance and the challenge of the unknown.

DEEP FREEZE I, back in the early days, consisted mostly of photo-mapping sections of the continent and building Little America V and Byrd Stations. This meant plenty of work for VX-6. When the newly commissioned squadron returned from its initial deploy-

ON THE SPOT—Crewmembers of VX-6 build temporary shelter while waiting repairs during 1962 Deep Freeze.



WHAT IS ANTARCTICA?

What is Antarctica—land or water? How big is it? How high is it above sea level? These are just a few of the questions that have been asked, and partially answered, by explorers and scientists since the continent was first discovered in the 1800s.

Antarctica is the continent which surrounds the South Pole. It is a high, ice-covered land nearly twice the size of the United States and is surrounded on all sides by oceans.

This South Polar region is very different from the Arctic or the North Polar region. In contrast to the South Pole, the North Pole is an ocean area almost completely surrounded by continents.

It is believed that about 95 per cent of the world's ice is in Antarctica. About 4.5 per cent of the almost five and one-half million square miles of the continent is ice-free.

The icecap which covers the Antarctic is very thick. At one point, scientists have found it to be over 14,000 feet to the surface of the bedrock below. The average thickness is about 7000 feet. The average elevation of the continent, one of the loftiest in the world, is about 7500 feet. If the ice located there should all melt, it is estimated that the oceans of the world would rise more than 200 feet.

Ice is plastic; it flows. The great weight of the polar plateau forces the ice relentlessly toward the sea. In some places it rushes through the mountain valleys as great rivers of ice, called glaciers.

From glaciers and ice shelves, great pieces break off and float northward to melt away into the sea. These are the majestic icebergs. There are two types found in the southern oceans, the rough irregular icebergs of glacial origin, looking like floating cathedrals or ancient castles, and the flat-topped or tabular icebergs, the product of the ice shelves. These latter bergs are found primarily in the Antarctic. Tabular icebergs of more than 100 square miles in area have been sighted.

While much of the continent is bounded by ice cliffs, in other areas steep mountain slopes are found and occasionally there are beaches and gentle slopes which lead inland to the icy plateau.

In a few places there are low and level areas free from ice. Areas of this type, called oases, are found scattered along the coasts. Ice-free areas found inland are called "dry valleys." Here the ice has receded and only an occasional "alpine" glacier remains. Scattered glacial debris and glacial morains usually cover the valley floor.

There are two species of flowering plants in Antarctica: one a grass flower and the other a pink growth. These are found on the Antarctic Peninsula, the section of the continent reaching toward South America. Moss, lichens and fresh water algae are found in many of the ice-free areas. One rocky area within 300 miles of the South Pole yielded moss to the exploring scientists.

There are no animals other than a few insects which can live on the continent. Forty-four species, the largest of which is a wingless mosquito, have been found among the moss and lichen. This is in strong contrast to the Arctic where there is abundant plant and animal life.

Life in the sea about Antarctica is another matter. Great amounts of mineral food are found in the polar waters and microscopic plants thrive upon it. These plants, in turn, are consumed by larger forms of life. At the end of this chain are the whales, the largest of which is the blue whale. A full grown adult may be over 90 feet long and weigh as much as 150 tons, larger than any other animal known to have lived now or in the past, including prehistoric dinosaurs.

The Antarctic is a land of great size, almost devoid of life, but with much life in the sea around it. As mentioned above, it is high in natural resources, and if this environment could somehow be harnessed, it could do much to enrich man's inhabited world.





PLANE WORK—Flight engineer R. W. Capling, ADJ2, makes log entry. RT: LT Steve Riley shoots sun with sextant.

ment, a change in home port orders was received and VX-6 moved to Quonset Point, R. I., in June of 1956. Quonset has been home port since that time.

Before their next deployment from Quonset Point, squadron members underwent intensive training and indoctrination.

That kind of indoctrination has been going on ever since, with the lessons of each year added to the accumulation of knowledge. VX-6 is now considered a veteran and an expert.

The squadron today has four ski-equipped *Hercules* aircraft, two C-121 *Super Constellations*, one C-47 *Dakota* and five LH-34D *Seahorse* helicopters.

Because of its varied missions, the squadron must maintain and operate several different types of aircraft. The *Hercules* is used to carry heavy cargo, the *Super Connie* carries cargo and passengers, while the *Seahorse* helicopter carries scientists on short hauls within a 100-mile radius of McMurdo.

The men in VX-6 play a personal part in the scientific effort to uncover more information about the vast white continent at the bottom of the world. Their polar flying talent, combined with the research capabilities of U. S. scientists, has brought to the surface many of the secrets hidden there.

ONE OF THE PRIMARY missions of Air Development Squadron SIX (VX-6), as mentioned above, is to photo-map portions of the continent in the interest of science.

The actual size and shape of the "white continent" is not completely known. With photo-maps, geographical data can be forwarded to the U. S. Geographical Survey section of the Department of Interior for map making.

To accomplish this task some 20 men are assigned to the VX-6 photo lab.

During the Operation Deep Freeze period of 1966-67, a *Hercules* equipped with a tri-metrigon camera and a *Super Connie* obtained mapping-quality photographs of some 335,000 square miles—almost double the record 1964-65 coverage.

The Photo Division is headed by Lieutenant Steve Riley, a former enlisted photographer, who is assisted

by Chief Photographer's Mate John Reimer. (The laboratory's motto: "Have camera, will travel.")

While "traveling" during a one-month period, the photographers shot 2016 color transparencies, 350 black and white photographs and more than 11,000 feet of motion picture film, while flying some 1126 flight hours.

This year's Operation Deep Freeze has programed 280,000 square miles of Antarctica to be photo-mapped. Each of the two aircraft outfitted for this task has three cameras. One is mounted vertically and the other two are at an angle on each side of the aircraft, shooting a series of photographs stretching from horizon to horizon.

More than 9000 flight-line miles will be flown before this assignment is completed. Meanwhile, routine photographic assignments must be covered, such as construction projects, command activities and VIP arrivals, and ice breakout on the Ross Ice Shelf.

In order to get their job done, special care must be taken with the camera equipment. Before bringing them to the cold interior of Antarctica, the cameras are completely disassembled and lubricated with graphite so they will work in the severe cold. Once "on the ice," the cameras are kept in an intermediate room where the temperature is between the extremely low temperatures outside and the warm, comfortable temperatures inside the Photo Center. This is to acclimatize the cameras after use to prevent condensation on the lenses. Film also must be kept warm. The bitter cold often crumbles film as though it were a potato chip. Such are some of the problems of photography in Antarctica.

AERIAL NAVIGATORS and polar pilots of VX-6, probably more than anywhere else in the world, need to combine their talents to get the job done while flying with Operation Deep Freeze.

Antarctica, with its glaciers and endless white plains of blowing snow, poses one of the worst dilemmas for a pilot—not knowing where he is. He must depend, to a greater degree than ever, on the know-how and ability of the navigator to get him to his destination.

The polar navigator's tools are a set of charts, a sextant, good visibility, and the almost ever-present sun (the Antarctic in summer is the land of midnight sun,



BIRDMEN—Aircrewman R. Tippett, AMH2, readies for helo flight. *Rt*: LCDR M. Lusk keeps eye on instruments.

and at the South Pole itself the sun does not set for six months).

With the aid of a periscopic sextant, the navigator takes sun sightings. The sightings, when worked out mathematically and plotted on a chart, will give a line of bearing. This, however, is not an absolute fixed position, but simply tells the navigator that he is somewhere on that line.

Ordinarily the navigator then would "shoot" another celestial body, and where the lines cross would be his position. However, with broad daylight 24 hours a day, the sun is the only celestial body available in Antarctica.

The VX-6 navigators take sightings on the sun every 30 minutes, and by carefully plotting these lines of bearing, and using them in conjunction with radar, may fix their positions in the Antarctic quite accurately.

Pilots in other parts of the world use magnetic compasses to aid in steering their aircraft, but magnetic

compasses are useless in the Antarctic, owing to the close proximity of the south magnetic pole. Therefore, gyro compasses are used to keep the pilot on a given course heading. The precession, or error rate, of this type compass cannot be allowed to exceed one and one-half degrees per hour.

The navigator, using his periscopic sextant, can determine his true heading by taking a sight on the sun. He resets his compass if necessary. This "deviation check" must be made once every 30 minutes, or any time the heading of the aircraft is changed more than 45 degrees.

The pilot has some special problems of his own. One of the most feared is the "white-out" landing. This is caused by the milky white glare created by the reflection of the sun off the snow and ice crystals in the air which tend to eliminate shadows and alter depth perception. The pilot now has to rely on his instruments

Flying Over the Ice

The first flight over the Antarctic continent was made on 26 Nov 1928 by Sir Hubert Wilkins, a British explorer. The pilot of the aircraft, an American, was Carl Eielson who had previous experience on the opposite side of the world—in the Arctic.

The navigator of the first aircraft to fly over the South Pole (on 29 Nov 1929) was Rear Admiral Richard E. Byrd.

A C-47 *Dakota* was the first plane to land at the South Pole.

Since that time the aircraft used for exploration in the Antarctic have increased in size and efficiency. Today, the huge, ski-equipped *Hercules* of VX-6 fly

routes to all American stations on the continent. These aircraft carry everything anyone needs anywhere on the continent. Besides operating as a cargo plane, the *Hercules* teams up with a *Super Constellation* to photo-map sections of the Antarctic.

Other aircraft used today in scientific exploration are the LH-34D *Seahorse* helicopters.

During the Deep Freeze '67 season, the Air Force, for the first time, landed a giant C-141 jet *Starlifter* on the frozen Ross Ice Shelf.

Although man must do the actual exploration, aircraft of all types help him, and will continue to help, as long as scientists have work to do in Antarctica.



TIME FLIES—Over 20 years have passed between photos of R4D taking off and *Hercules* landing in Antarctica.

and aid from ground radar. It is difficult and demands all the skill and patience of the pilot in control.

As VX-6 carries out its mission of aerial reconnaissance for scientific traverse parties and photo-mapping the continent, it also carries out a collateral duty, that of performing search and rescue operations. This has earned the squadron's pilots the title, "Angels of the Antarctic."

LIFE IN THE SMALL polar communities and on the snow trail has improved since the days of Roald Amundsen and Robert F. Scott. It is still rugged by ordinary standards, but the men of Operation Deep Freeze claim one can live in reasonable comfort in the regions of the South Pole.

There are plenty of problems, of course. Everything needed to sustain life in the Antarctic must be imported. When or if food runs out, the nearest grocery store to replenish the stock is approximately 2000 miles away. When a machine breaks down, it must be repaired on the spot with whatever is available.

Strange as it may seem, perhaps the greatest single danger to an Antarctic station is fire. In the wind, it takes only minutes to destroy an entire installation. Precautions are taken, and vital supplies are stored where they will not catch fire if a building burns. At many bases there is a refuge hut some distance from the main living quarters. This hut is stocked with food and other necessities.

Because it is frequently dangerous and difficult to go outside, the men stake out a trail in the snow between their different buildings. They can then walk safely from one place to another without getting lost in the dark period of the short night or during a hazardous "white-out." Along these marked trails, and sometimes in tunnels, the men store food and other supplies where they can get to them, no matter how bad the weather.

The dry cold of Antarctica can often be used for man's benefit. Food placed in tunnels keeps indefinitely in this natural freezer. Food spoilage and structural corrosion are minimal in the dry-cold environment of this continent.

OVER THE YEARS, much has been learned to make living here easier.

Today, instead of using wood and tar paper, the men of Operation Deep Freeze use specially prepared panels for the sides and roofs of their buildings. Outer layers of plywood and inner layers of aluminum or comparable light material, with a dead-air space between, create an excellent insulation from the cold. The panels come in standard sizes that fit together tightly. They can be erected quickly into buildings of all types. When completed, these buildings are almost air-tight and very easy to heat.

You may wonder what type of clothing men wear outdoors in the Antarctic. Is it very heavy, for example? Actually, on a still day when the sun is shining, men working outside may become quite warm. Frequently, they strip down to their shirtsleeves. Hardy souls have been known to take off their shirts and risk being badly sunburned.

Ordinarily, Antarctic explorers dress warmly. The principle of cold weather clothing is not so much the bulk of the individual pieces, as it is the number of layers. Between each layer is an air pocket which traps



McMURDO MEN enjoy their meal in station's galley.

body heat and serves as insulation. Another important feature of Antarctic clothing is that the outer layers are windproof.

With present day clothing and equipment, men can live in the Antarctic quite comfortably and work on the trail at very low temperatures.

The Antarctic, however, remains a dangerous and unpredictable land. Men, if they are going to survive there, may never relax their guard. A moment of carelessness can easily result in the loss of life.

Cold, Colder, Coldest

Everybody knows one thing about Antarctic weather—it's cold! In fact, Antarctica has the coldest climate of the world. On the average, it is 30 degrees colder than the Arctic. The lowest temperature ever recorded was a shivering 128 degrees below zero. (Yet, as noted in the attached story, Navy men working outside have been known to remove their shirts, and risked getting a bad sunburn!)

During the Antarctic summer (being on the opposite side of the world, it extends from December through March), the temperatures along the coast often rise above freezing (32° F.). On the inland plateau, they rarely go above zero. In the darkness of the Antarctic winter, temperatures drop rapidly and remain far below the freezing mark.

Precipitation in the Antarctic is very light. The great Antarctic blizzards, about which everyone has heard, consist mostly of blowing snow. The actual amount of snowfall is comparable, in water content, to the rainfall in the Mojave Desert.

Another important feature of Antarctica's weather is the wind around the continent. Though sometimes a gentle flow off the polar plateau, it often roars across the continent at speeds in excess of 100 miles an hour. Such gale force winds prevent all land and air operations as all personnel are forced indoors to wait out the blow.

These Antarctic winds meet the prevailing easterlies of the southern hemisphere, resulting in a turmoil that makes the seas about Antarctica among the roughest in the world. Approaching the continent can be an exhausting experience, even in a modern ship.

Thus, the Antarctic weather is a combination of cold air, high winds and blowing snow. These three elements provide a pattern unlike any other in the world. It is a climate most treacherous and forbidding to man.



PANORAMA of the headquarters and drydock area of the Saigon Naval Shipyard located on the Saigon River.

Naval Shipyard Repair

CONSTRUCTION on the Saigon Naval Shipyard was begun in 1863 and for much of the time since then, it has been a major repair and supply base in Southeast Asia.

During World War I, it produced vessels for the allies before it was ceded to Indochina. It supported the French Fleet during World War II; was occupied by the Japanese until 1945 and partially destroyed during allied bombings during the same year. In 1954, the yard resumed production and passed from French rule to the Republic of Vietnam in 1956.

Today, the multimillion-dollar Naval Shipyard in Saigon is not only the biggest between Singapore and Hong Kong, but also one of the largest facilities of its kind in the entire Far East.

The shipyard's workers are capable of overhauling and repairing all the ships of the fast-growing South Vietnamese Navy, thereby making possible its day and night patrol of the country's 1400-mile coastline as well as inland waterways where Viet Cong troops and supplies would otherwise be smuggled.

This 53-acre facility, the largest industrial complex in South Vietnam, is located on the southwest bank of the Saigon River about 30 miles from the South China Sea.

The site was selected for three reasons: big ships could navigate the

Saigon River; the site was easy to defend; and both workmen and materials were readily available in the area.

In the 87 buildings which make up the shipyard, 1700 men work six days a week repairing and overhauling vessels which range from the 3640-ton, 328-foot LST (the largest vessel in the Vietnamese Navy) to the smallest, the 10-ton, 35-foot troop landing craft (LCVP).

THE VIETNAMESE NAVY has no capital ships such as cruisers and destroyers, nor does it possess any submarines. Its total strength in naval craft today consists of 64 ships—all landing and patrol craft—and just over 500 boats of the small personnel and patrol class. The total strength of the Vietnamese Navy will soon be increased by United States-supplied river patrol and fast patrol craft which are scheduled for delivery in the near future.

Repairs that are not made in the drydocks are made in the yard's shops. The foundry and blacksmith shop, for example, has forges and electric furnaces where workmen can cast spare parts and form metal shapes. Motors and generators are rewound in the electric shop and voltage regulators are repaired and obsolete shipboard wiring is renewed there, too. Workers rebuild damaged propeller blades in the pipe and cop-



NEW JUNK—Yard's huge railway crane deftly lifts finished Yabuta junk into the bay for fitting out before joining river junk force.

per shop and also repair or replace sections of corroded and deteriorated piping of all kinds.

Wooden boats are repaired in the carpentry shop which also produces furniture to conform to the ship interiors.

The hulls of steel ships and boats are repaired in the hull and welding shop which has an 80-ton press capable of forming steel plates four inches thick, while in the machine shop, which has more than 80 major machine tools, spare parts are made and bearings, shafts, pumps and compressors are also repaired.

The yard's engine shop can overhaul everything from small outboard engines to 1800-horsepower diesels, fuel injection systems and associated auxiliary equipment. Another shop



ADVISORY CONFERENCE—CDR Cameron Mixon, Jr., USN advisor, discusses industrial techniques with yard captain, Doan Bich (rt.) and planning officer.

—Saigon Style

where sizeable jobs are done is the ordnance shop which repairs shipboard guns from 30-cal. machine guns to 3-inch cannons.

Binoculars, sextants and other navigational equipment are repaired in the optical shop and workmen tailor canvas covers to protect exposed deck guns and equipment in the rigging and canvas shop.

In addition to the various shops, the shipyard has a large graving dock which can accommodate a ship up to 520 feet in length and 63 feet in beam.

A smaller graving dock serves ships up to 119 feet in length and 26 feet in beam.

The shipyard also has a 30-ton floating crane, a 15-ton railway crane, four small 12-ton mobile cranes, four marine railways and various sizes of hoisting facilities in most shops.

FUTURE PLANS for the shipyard include a chemical laboratory where products of combustion and corrosion can be analyzed and a lab where metallurgists can identify metals and test them for tensile strength, corrosion resistance, hardness, ductility and other properties.

With such capability, it is easy to see why the shipyard is solidly booked for months ahead. When a ship is overhauled once every two years, it is stripped of its main pro-

pulsion and auxiliary equipment and all badly worn parts are replaced. Some units are rebuilt and reinstalled.

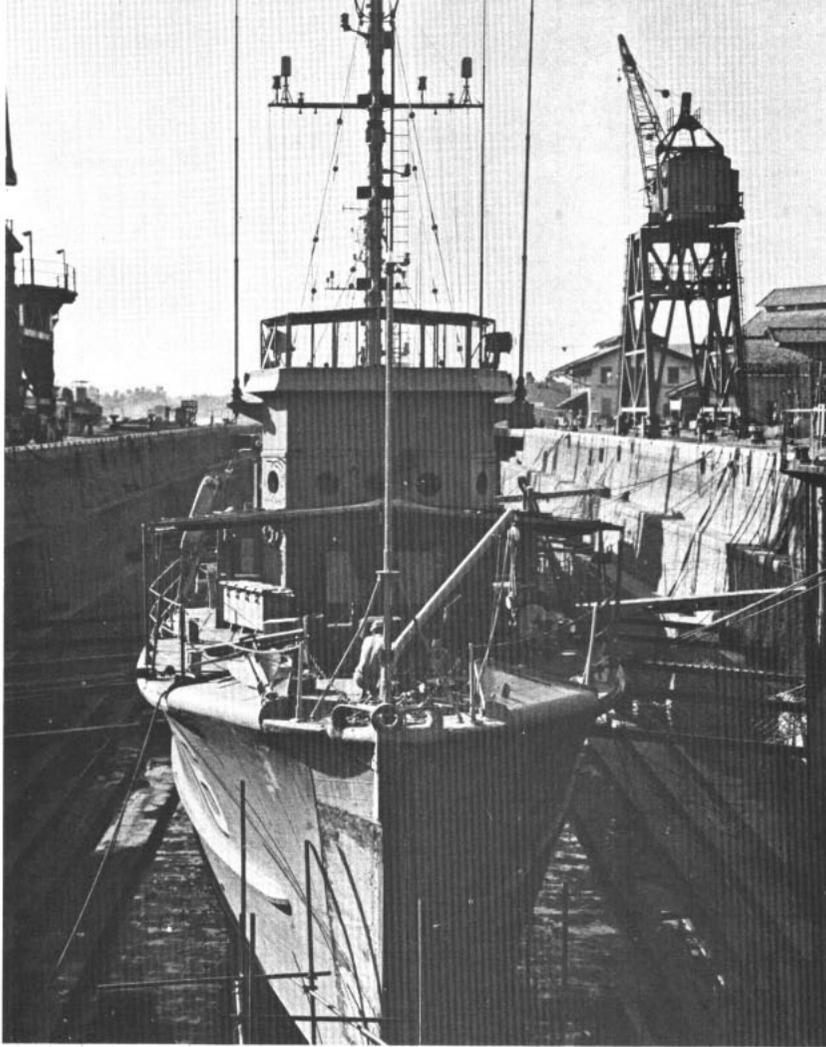
The year 1965 was the busiest year the yard has seen under Vietnamese management. During that year, 23 ships and 151 boats were overhauled and about two and a half million productive man-hours were recorded.

Although the Saigon shipyard is humming, there are also problems. Inadequate pier space, a lack of weightlifting capacity on the water-



METAL PARTS for ships and boats are welded by apprentice (above). Below: General upkeep of ships is maintained by crew and scheduled yard periods.





NOT SO HIGH, BUT DRY—Minesweeper is drydocked for hull work (above). Below left: Shipyard machinery will be busy, following new on-the-job training program. Right: 100-ton drydock used for small Vietnamese boats.

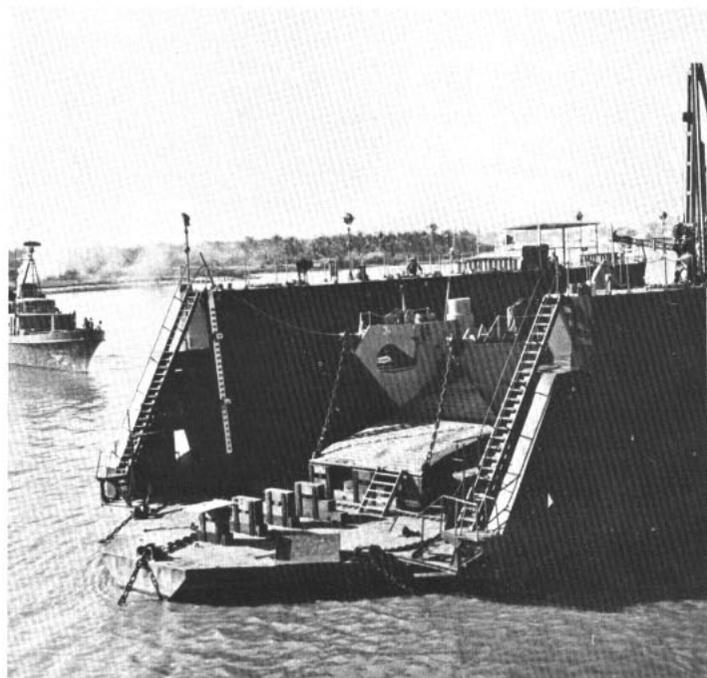
front and an acute shortage of skilled workmen head the list. Some of the equipment still being used, for example, was originally installed by the French from 30 to 50 years ago. Through the combined efforts of the shipyard management and U. S. Navy advisors, up-to-date equipment is being installed in the shipyard.

Until comparatively recently, Vietnamese naval ships had only one berth for dock trials. Unless in drydock, ships being repaired were moored four and five abreast alongside pontoon piers. Repair parts, tools and other equipment had to be carried by hand or lifted aboard with floating cranes which, of course, tied up a considerable amount of manpower just to move items on and off ship.

This situation was improved considerably when a 750-foot wharf was finished in August 1966. Another 400-foot pier was put into use in May of 1967. These wharfs ended the yard's reliance on floating cranes and manpower.

LABOR HAS BEEN and will continue to be a problem at the shipyard although something is being done about this, too. In June 1967, U. S. advisors organized an on-the-job training program to increase the output of the skilled workmen at the yard.

Carpenters, still available on the Saigon labor market, are being retrained to become shipfitters by en-



larging their skills to include working with metal as well as wood. During their training, the erstwhile carpenters are taught welding techniques and the use of electric arc and oxygen-acetylene equipment.

Although much of the recent improvement in the shipyard has been confined to the shops, Vietnamese officials have, in the past 11 years of United States assistance, introduced closer management controls, more efficient shop practices and more accurate accounting procedures as well as substantially improving the productivity of the labor force.

Nowadays, the shipyard not only repairs and overhauls ships, but also builds 50-foot, 12.5-ton *Yabuta* junks for coastal surveillance work. These junks were introduced in Vietnam by a former Japanese employee and are equipped with U. S.-manufactured 130-hp diesel engines and have a top speed of more than eight knots.

Each *Yabuta* is armed with 30-cal. and 50-cal. machine guns and has a seven-man crew. The junks are capable of extended patrols in search of would-be Viet Cong infiltrators in coastal waters.

A junk usually can be built in seven weeks but, in the past, as many as three *Yabut*s have been completed at the Saigon shipyard in a single week under a full production schedule.

—Byron S. Whitehead, Jr., JO1, USN



Hatchets and planes are used to complete one junk every seven weeks.



A Vietnamese shipyard employee uses French drill 30 to 50 years old. Rt: Welder trained by on-the-job program. Below: Sao log is trimmed into beam.



Young carpenter narrows a Sao log which will later be intricately carved before being used as beam in junk.





OBA know-how gained through practice will save lives in a real emergency.



Put on OBA. Tighten straps for comfortable fit.

Next, ready canister chemical for insertion.



What Do

HOW DOES an OBA work?

The question is not academic. The right answer might save your life.

Accident reports following the fires aboard the carriers *USS Oriskany* (CVA 34) and *Forrestal* (CVA 59) maintain that there were some among the would-be firefighters who could not enter smoke-filled compartments for the simple reason that they did not know how to use this piece of firefighting gear.

The number of Navymen thus ill-prepared is not known. But it really doesn't matter.

One is too many.

This article is meant for you, if you:

Pull metal tab straight across top of cap.



EARLIER MODEL OBA shown back in 1956 as a repair party assembles firefighting equipment during drill aboard ship.

- Have not put on an OBA and activated a canister within the last few years.
- Do not know where the OBAs are stowed aboard your ship.
- Do not know why a gas mask and an OBA cannot be used interchangeably.

If you fit into one or more of these categories, perhaps the information that follows will jog your memory. It will not, of course, substitute for practice with an actual OBA.

The Oxygen Breathing Apparatus is designed to circulate air repeatedly through a closed system. During



You Know About OBA?

the air's round trip through the OBA, two important things happen to it. First, the carbon dioxide is removed from the exhaled breath; then oxygen is chemically generated, and added to the air which is to be inhaled.

Unlike a gas mask, which continually brings in outside air and filters out dangerous particles, the OBA keeps circulating the same air over and over again. The fact that outside air is inhaled through the gas mask's filter nullifies its use in firefighting. The air in the vicinity of a fire is rather short on oxygen. A gas mask does not generate oxygen. An OBA does.

The OBA's essential components are an airtight face-

mask, an exhalation tube into which the wearer breathes, a removable canister containing the oxygen-producing chemicals, a breathing bag which stores the rejuvenated air and cools it, and an inhalation tube leading back to the facemask.

The OBA facemask is made of rubber, with plastic eyepieces, a speaking diaphragm, and a rubber mouthpiece. A short tube just below the speaking diaphragm contains the inhalation and exhalation tubes, and check valves for each.

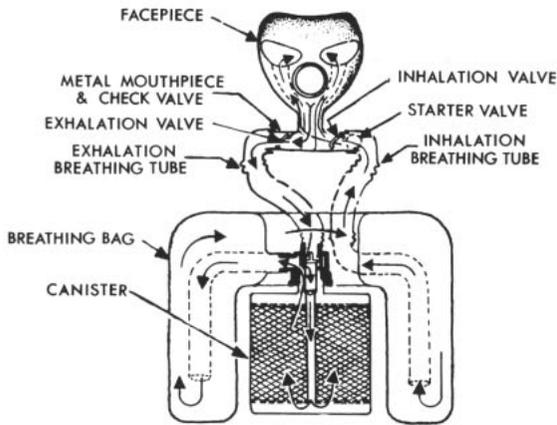
The breathing bag, which must be filled before the OBA can be used, collects air and retains it long enough for it to cool.

Note metallic-foil seal in neck of canister.



Loosen bail. Swing out and insert canister.





The most important feature of the OBA, of course, is the canister containing the oxygen-producing chemicals.

The canister consists of five layers of chemicals separated by wire mesh screens. When moisture and carbon dioxide from the wearer's breath enter the chemicals, oxygen is released and the carbon dioxide is absorbed.

The canister has a lanyard on the bottom which, when pulled, fires off a fast-burning chemical which produces pure oxygen as it burns.

Called a "candle," this chemical cake produces enough oxygen to last from two to four minutes. While the OBA-wearer is breathing this supply of oxygen, his exhaled breath starts the chemicals in the main portion of the canister working.

For a full understanding of the principle of the OBA,

When canister hits stop, swing bail back and tighten.



it might be helpful to trace the course the air takes within the closed system. We'll follow the air from the time it is exhaled from the lungs. The air flows down through the exhalation tube to the canister of chemicals, where it is led through a central pipe to the bottom of the canister.

The air then rises through the chemicals in the canister, losing carbon dioxide and moisture, and gathering oxygen as it goes.

The air travels up into the breathing bag, where it is stored until the wearer inhales it. This delay gives the heated air time to cool.

The most obvious thing you must know about the OBA, of course, is where to find one when you need it. Copious knowledge about its internal workings will do you little good if you can't find one in an emergency.

OBAs are stored in the damage control repair stations, which are also called repair lockers, and in various other places throughout the ship. A destroyer usually has three such storage facilities, while larger ships have correspondingly larger numbers of them. If you do not already know where they are located aboard your ship, you should make it a point to find out.

Before you can use the OBA, there are certain steps that you must take to get it activated. The process sounds long and involved, but actually takes only a few practice sessions before it becomes second nature to a potential firefighter.

First, of course, you have to put on the OBA and tighten all straps so that you have a snug but comfortable fit. Now you're ready to insert the all-important canister.

Before putting the canister in place, you first must remove the metal protective cap to expose the metallic-foil seal in the neck. This is done by pulling the metal tab straight across the top of the cap and down, as if

Squeeze tube, check tightness of facemask.



you were opening a can of your favorite beverage.

In using a quick-starting canister, you remove the rectangular cover on the bottom of the canister and let it dangle from the lanyard. The swinging bail which holds the canister in place has a handwheel. Loosen it, and swing the bail outward. Now you can insert the canister into the canister guard.

There is a "canister stop" near the top of the canister guard to keep the canister from going all the way up and puncturing the seal prematurely. When the canister hits the stop, swing the bail back in place under the canister and turn the handwheel enough to hold the canister in.

To activate the canister, push the canister stop in as far as it will go, then turn the handwheel until the canister travels up and seats against the main valve.

When you have put the facemask on and adjusted the straps to fit your head, you are ready to get the chemical reaction started in the canister.

The quick-starting canister is easy to get started, as its name implies. Pull the lanyard on the bottom of the canister with a steady pull away from the body. This removes the cotter pin from the candle and fires it off.

Starting the candle may be accompanied by a slight amount of harmless smoke. The breathing bag will immediately fill with oxygen and you may proceed with your work. While the candle is providing oxygen to the breathing bag, it might get too ambitious and overflow your bag. In this case, vent the bag by depressing the starter valve (on the cross tube just below the facepiece) and letting some of the oxygen seep out.

The length of time your canister will last will vary according to the amount of work you are doing. So that you can tell how much time is left in the chemicals in your canister, a timing device is provided as a part of the apparatus. The dial, calibrated in minutes, is normally set as soon as the canister has been activated.

Pull lanyard, starting the oxygen cycle.



Firefighting party dons OBA during shipboard drill.

When you have inflated the bag, set the timer for 45 minutes. When the pointer returns to zero, the bell will ring. You will then have 15 minutes to get out of the compartment. If there is an increase in resistance of breathing, or fogging of lenses on inhalation before the bell rings, immediately return to fresh air.

Get a new canister from the nearest repair locker and change canisters. Be sure not to handle the expended canister, as it will be very hot. Swing the bail out, and let the used canister drop out by itself.

That's about as much information as this article can give you. There is no substitute for practice.

Set timing device. (Usual time is 45 minutes.)



LETTERS TO THE EDITOR

White River Updated

SIR: Don't get us wrong—we are delighted with the press coverage we received in the October issue of *ALL HANDS*, but we would like to bring you up to date on *White River*. After all, your account is by now several months old.

In the first place, *uss White River* (LSMR 536) is homeported in the Far East, not San Diego. She joined the Seventh Fleet family in October 1965, a relationship which has resulted in a scrapbook full of statistics, some of which you noted. Just for the record, I offer this more current report:

On 25 Aug 1967, *White River* completed her fourth Vietnam tour, during which her expenditure of ammunition amounted to more than 43,000 rounds of 5-inch rockets, 2500 rounds of 5-inch/38 and 14,000 40-mm rounds, all of which was directed toward numerous enemy targets along the Vietnam coastline. Damage included 7000 structures and emplacements destroyed, and more than 150 secondary explosions ignited and 330 enemy troops killed in action. That about does it for the moment.—W. C. C., LT, USN, CO, *uss White River* (LSMR 536).

• *Congratulations on the success of White River's fourth Vietnam tour, and*

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*, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

for any others she may have completed in the meantime.

Our lag in reporting her activities—up to the minute—can probably best be attributed to the fact that she is compiling statistics on a daily basis and we report them on a monthly schedule. Nevertheless, keep up the fine work and by all means try to keep ALL HANDS up to date.—ED.

Correspondence Courses and GI Bill

SIR: I plan to obtain a college degree from the University of Illinois. I will complete the first two years of study by correspondence.

Will the G. I. Bill pay for the correspondence courses?

If so, how much of my educational entitlement will I use? I understand

that 36 months of study is the G. I. Bill maximum, and I wouldn't care to use the entire entitlement, or the majority of it for that matter, on correspondence courses.—G. W. W., YN2, USN.

• *Yes, you can use the G. I. Bill to help finance approved correspondence course study.*

The answer to your second question is more complex. Providing you have spent three years in the military, you do have 36 months' entitlement to the G. I. Bill educational benefits. This should be enough to obtain your bachelor's degree, since one school year is equal to nine months' full-time study.

If you complete part of your education through correspondence courses, your education during that period will be counted as one-fourth time. If, in other words, you took one year to complete a correspondence course you would use three months of your entitlement.

The same rule holds true whether you take one course at a time or more than one course. Obviously, if you are a fast worker and can complete the course rapidly, study by correspondence can be to your advantage. But if you require long periods of time to complete each course, you may forfeit a disproportionate amount of your G. I. Bill entitlements.

Incidentally, when you study by correspondence your payments are made as you complete the lessons. With each lesson you mail to the college, the VA will send you a check.

*For more information see your Educational Services Officer or check the December 1967 issue of *ALL HANDS*, page 20.—ED.*

Bugles and Buglemasters

SIR: Can you furnish any information regarding the old Buglemaster rating? My only sources are memory and scuttlebutt and these don't tell the whole story.—F. B. Z.

• *If you don't blow your own horn, quoth the sage, who will blow it for you?*

There must be a lesson here for, in 1948, buglers and buglemasters (whose rating was established in 1871) were transferred to the quartermaster rating.

As the date 1871 indicates, the bugler rating was venerable but hardly one with advancement possibilities. It wasn't until 1920, in fact, that first and second class pay grades were established. By 1927, an enterprising bugler could be designated a buglemaster but this represented the loftiest height to



SPRAY DAY—Navy tug sends a watery welcome skyward as salvage ship *USS Escape* (ARS 6) returns to port at San Juan, P.R., after deployment in Med.

which a bugler could advance in his rating.

In 1948, buglers and buglemasters fell upon trying days. The buglemasters, with one exception, lost a stripe and were included in the quartermaster rating. All first and second class buglers were transferred to the quartermaster rating as seamen and seamen apprentices.

From that point on, at most places, bugles blown by buglers or buglemasters became passé and the amplified voice of the phonograph was heard in the land.

Nowadays, buglers who bugle as a collateral duty must acquire their skill on their own initiative which, we are told, is not difficult to do. Professional musicians assure us that only a nominal number of practice hours lie between the first wavering notes and a clarion call.

We haven't dared to try it ourselves.—Ed.

Smooth Sailing

SIR: Before I make any firm plans for transfer to the Fleet Reserve, I'd appreciate some information on my retainer/retired pay status. I'm more than a little confused.

I made E-9 in November 1965. In July 1966, I accepted appointment to warrant officer, W-1. I had been drawing more in base pay as an E-9 than I would as W-1, so I took the "saved pay" clause to avoid losing money. In July 1967, I was promoted to chief warrant officer and went on the regular CWO-2 payroll.

At the time I accepted W-1, I intended to serve 30 years' active duty and then retire. However, health problems within my family now force me to transfer to the Fleet Reserve as soon as I reach the end of my obligated service in July 1969.

Will I be able to revert to my enlisted status and draw E-9 retainer pay in the Fleet Reserve?

When I reach the 30-year mark for retirement (including Fleet Reserve), will I be allowed to draw E-9 retired pay, or must I retire in the highest grade held (CWO-2)?

Will my having been on saved pay at one time affect my retainer or retired pay?—B. L. H., CWO-2, USN.

• To take last things first, having been on "saved pay" will have no bearing on your retired pay. In reply to your other questions, it appears you are home free.

When you revert to enlisted status, you revert to your permanent grade—E-9. When you transfer to the Fleet Reserve, your retainer pay is based on your enlisted grade.

When you complete 30 years for retirement, including your time in the Fleet Reserve, you can go either way.



BOW SHOT of USS Hancock (CVA 19) shows the carrier high and dry, as she undergoes overhaul in dry dock.

You will be advanced on the list to CWO-2, but may, if you elect to do so, be restored to your permanent enlisted grade.

A glance at the pay chart will show you that it is advantageous for you to revert to enlisted status. An E-9 with over 26 years of service receives nearly \$100 a month more in base pay than a CWO-2. A tidy difference when figuring retainer and retired pay.—Ed.

About That ADCOP Cutoff Date

SIR: As I see it, I have been denied the benefits of the Associate Degree Completion Program (ADCOP) by 23

words of a change to BuPers Notice 1500.

These all-important words are, "... may only be initiated by qualified personnel who have reenlisted since 1 Mar 1967 or whose EAOS is prior to 31 Aug 1968."

Before this change was made, I qualified for the Fiscal Year 1969 ADCOP Class in every respect. Even now, I am perfectly willing to extend or reenlist to meet eligibility requirements therefor. I can't understand the need for an arbitrary 1 March cutoff date.

What's the reason for this change? Neither my personnel officer nor my Educational Services Officer could give me a clue.—J. W. A., AG1, USN.

• There are three reasons for the ADCOP eligibility time frame: The Bureau of Naval Personnel wants to offer the Associate Degree Completion Program as a reenlistment incentive. It also wants a measuring device with which to evaluate the program and, because of this evaluation, it wants to limit the number of ADCOP applicants during the evaluation period.

To avoid a possible misreading of the change to BuPers Inst 1500, we will rephrase it: Qualified Navymen may apply for the FY 1969 ADCOP class under two conditions: They must have reenlisted after 1 Mar 1967 or their active obligated service must end before next August 31.

This doesn't necessarily mean that you will be penalized simply because BuPers is evaluating the program. Those who are prevented from entering the FY 1969 ADCOP class should become eligible for the FY 1970 or a later class.

The requirements for the FY 1970 ADCOP class will soon be published in



MODERN TECHNIQUES are used for training Navymen in service schools.



ALL IN A DAY'S WORK—Members of a Navy Underwater Demolition Team attach explosive charges to a beach obstacle during amphibious operations.

a BuPers Notice. It is reasonable to assume that the notice will cover the situation in which you now find yourself.—ED.

Big Horn Was Q-Ship

SIR: A shipmate, who once served aboard *uss Big Horn* (IX 207), formerly AO 45 during World War II, claims this ship and other so-called "Q-ships" (disguised merchantmen) were an effective submarine weapon of the U. S. Fleet.

I disagree. It seems to me I read somewhere that this type ship proved to be of little value to the U. S. antisubmarine effort; however, our allies had some success with them. Would you please enlighten us with a brief history on *Big Horn* and perhaps her sister ships?—K. D. H., ENC, USN.

• Perhaps some other word than "effective" might be better. According to one reliable source on the history of U. S. naval operations in World War II, no U. S. Q-ships were credited with sinking any enemy submarine. However, British Q-ships were credited in World War I with a number of submarines destroyed.

Q-ship crews of World War II were noted for patrolling in hazardous waters, but their value as an antisubmarine weapon has apparently been somewhat overrated.

While the presence of Q-ships undoubtedly served as a deterrent, there is no quantitative measure of their value. Their use has been cited by one noted historian as "... one of the least successful of all methods adopted to fight submarines."

The British Q-ships of World War I, as already mentioned, did score some

early successes, sinking 11 German U-Boats. But once the element of surprise was lost, so was their effectiveness. Three Q-ships were lost in one week in August 1917, and their type was then discontinued.

In World War II *uss Big Horn* was one of several merchant ships to be commissioned as a Q-ship by the Navy in the early part of the conflict.

Among the others was *uss Atik* (an AK), sunk by a U-boat three days out of Norfolk while on her shakedown cruise in March 1942. Another was *uss Asterion*, now a member of MSTs with hull number T-AF 63. She served as a Q-ship between March 1942 and October 1943, after which she was assigned weather patrol duty in the Atlantic. Formerly the *ss Evelyn*, *Asterion* was a sister ship of *Atik*. Both were cargo ships operated by a steamship company out of New York City before the war.

Like most Q-ships, *Big Horn* was also formerly a merchant tanker, *ss Gulf Dawn*. And like her sister ships, she was equipped with depth charge launchers as an answer to the Nazi strategy of concentrating their attacks on tankers. She completed her shakedown in late August 1942 and saw her first action in May the following year.

Under the command of Commander J. A. Gainard, *Big Horn* joined forces with a pack of PC boats—submarine chasers—and attacked two undersea contacts with depth charges for four hours. Later that day an oil patch was visible over a wide area of the attack zone and it was presumed, but never confirmed, that one submarine had been destroyed and that another had moved out of the area.

Early in her Navy career, *Big Horn*

operated out of Trinidad, B. W. I., along an aluminum ore route. Later she traveled in convoy between Trinidad and Norfolk before becoming a regular unit of a PC task force. In mid-summer 1943, she became flagship of Chaser Group 21.8, remaining in this capacity until January 1944. Her group covered the area north of the Azores and as far south as the latitude of Dakar, Senegal, then a part of French West Africa.

During one five-day period in November 1943, *Big Horn's* group was in the midst of a pack of 10 to 15 German submarines. The tanker's commanding officer reported that nine contacts, sightings or attacks on the U-Boats were made just within her immediate vicinity. He believed that the German raiders were wary of attacking an independent tanker and because of the presence of *Big Horn* many other independent merchant ships in the area escaped attack.

When *Big Horn* completed her last chaser cruise she was assigned to the U. S. Coast Guard and placed on weather patrol duty in the North Atlantic. Early in February 1945, her designation was changed from AO 45 to IX 207 (miscellaneous) and she was assigned to the Western Pacific where, after the war's end, she operated in Japanese waters as a tank supply vessel.

On 22 Nov 1946, *Big Horn* was stricken from the Navy's roster and transferred to the Maritime Commission at Beaumont, Tex.—ED.

Origin of Aiguillettes

SIR: As a Flag Lieutenant, I have been told many stories by various senior officers concerning the origin and early function of the aiguillettes worn by an admiral's aide.

To set the record straight, could you tell me how the practice of wearing decorative cords around the shoulder originated? Were there ever pens tied to the ends, as many people claim?—A. E. T., LT, USNR.

• If there were, the occasion was probably a costume party.

The word *aiguillette* means a small needle, and is the tag which covers the ends of cord, such as those of a shoestring. By extension, the term also refers to any ornamental studs, cords, or pins.

In his book *Uniforms of the Sea Services*, Colonel Robert H. Rankin informs us that the *aiguillette* was never a cord and pencil (or pen) worn by generals and staff officers for writing dispatches.

Nor was it a rope carried over an aide's shoulder to hobble the general's horse.

Nor was it a hangman's noose.

It was, COL Rankin says, a term originally referring to the lacing used

to fasten plate armor together—particularly the lacing supporting the arm defenses. A knot or loop arrangement was used, which sometimes hung down from the shoulder. It is evident that for such use, pointed tabs would be placed on the ends of the lacing to facilitate threading and to hold the knot. Hence, the term *aiguillette*.

Aiguillettes were added to the uniform of the U. S. Navy in 1907 to be worn by naval aides to the President and the Secretary of the Navy. Their design was undoubtedly copied from those already worn by officers of other countries.—Ed.

Michigan Becomes First Wolverine

SIR: I have been looking in vain for additional information on *uss Michigan* which, I understand, was the Navy's first ironclad ship.

As I get the story, she was built at Erie, Pa., in 1843, and could still be seen in Erie's harbor as late as the 1930s.

I have also heard that she was sunk in 1956. If this is true, can you tell me how and where she was sunk? What happened to her?—L. G. H., BTC, USN.

• According to our good friends in the Division of Naval History Michigan was, indeed, the first iron warship built for the U. S. Navy. The other details you cite are, we regret to say, only approximate.

Her construction was approved on 9 Sep 1841 and she was placed in commission on 29 Sep 1844. She wasn't sunk in 1956, unless the city of Erie to which she was loaned in 1927, decided to deep-six her at that time.

A slight technicality is involved in her origin. The actual construction was begun at Pittsburgh, where her plates, frames and many other iron parts were made, then transported to the port of Erie, Pa., for assembly. She was actually launched at Erie.

Michigan cruised the Great Lakes during the ice-free months, wintering over at Detroit, Erie or Buffalo.

During the Civil War, Michigan protected the lake borders from attempted raids and curbed the smuggling of arms by Confederate agents from Canada to the United States.

In 1866, she participated in a brief action which helped preserve the neutrality between the United States and Canada. At that time, she was called upon to check the movement of a self-appointed and unofficial group in the United States, known as Fenians, whose purpose was to invade and capture Canada.

A group of more than a thousand Fenians did succeed in crossing the Niagara River at Buffalo, but Michigan and two tugs operating as picket boats intervened, preventing reinforcements from joining the main force in Canada.

Cut off from their reserves, the

Fenians in Canada retreated under British attack across the Niagara River to the United States where Michigan's captain took them into custody.

On 17 Jun 1905, Michigan's name was changed to *Wolverine* so the name Michigan could be assigned to the battleship under construction.

Under the name *Wolverine*, the ship was placed in reserve on 7 Jun 1911 and, on 6 May 1912, was decommissioned and turned over to the Pennsylvania Naval Militia at Erie.

During World War I, *Wolverine* was again active as a training ship for Navy recruits at Great Lakes. After the war and until 1924, she was sailed by Navy trainees on cruises in the Great Lakes.

On 12 Mar 1927, *Wolverine* was stricken from the Navy list and loaned to the city of Erie to be kept as a relic. Her bow has been preserved and, for anything we know to the contrary, is still there.

There was also another *Wolverine* which may have confused your research on the first ironclad. She was the IX 64 and she sailed Lake Michigan. Far from being the type of ship implied by the term "ironclad," she was originally ss *Seeandbee*, a luxury coal-burning steamer built in 1912.

She did, however, hold the distinction of being the only paddle wheel, steam-driven, coal burning, aircraft carrier in the U. S. Navy and perhaps the world. She might be considered unique.

Commissioned in 1942, she provided operational flight training for student pilots from Glenview, Ill., one of several training stations for naval aviators. The story of this *Wolverine* is told in the April 1960 issue of ALL HANDS.

When IX 64 was decommissioned in 1945, she was sold for scrap.—Ed.

Property Pass

SIR: I've observed that use of the property pass (S and A form 155) varies with commands. My ship has no clear reference with regard to how and when to use the form. Specifically, which items of property need passes? Under what circumstances should use of the property pass be enforced?—D. E. C., CDR, USN.

• The use of the property pass is discretionary with the commanding officer of the activity, so we suggest you ask your commanding officer, or, if you happen to be a commanding officer, decide for yourself when and how the property pass is to be used at your command.

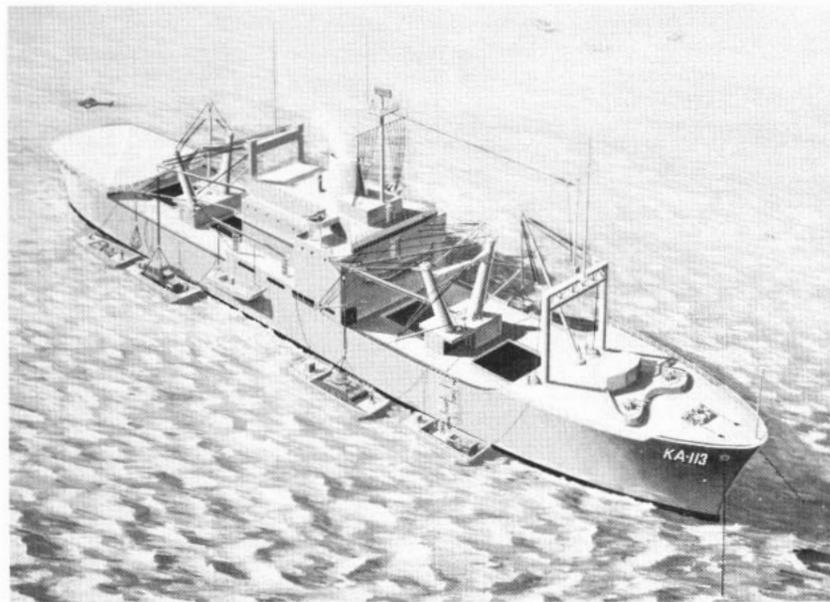
Specifically, the Supply Manual states in article 25133 that "use of the property pass (S and A form 155) . . . will be at the discretion of the commanding officer."

If you want some guidance by example, you might note that many Navy Department offices in Washington, D. C., require use of a similar pass whenever government property is removed from a building. The pass must be signed by the security officer of the activity concerned.

Similar procedures are followed by other government activities and at many commands, often depending on the type of material available.

Again, however, it's left to COs to decide on the property pass regulations best suited for their individual commands.—Ed.

SOMETHING NEW—Artist's conception shows *Charleston* (AKA 113), the first of a new class of attack cargo ships. The new design will provide maximum combat vehicle and cargo lift capability as well as greater speed.



LETTERS TO THE EDITOR (Cont.)

Rainbow No Ephemera

SIR: My father was in the Navy from 1920 to 1924, during which time he served in *uss Rainbow*, a submarine tender, that operated primarily out of Subic Bay and Cavite, Philippine Islands.

I recall his stating that this ship was a derelict before being placed in commission by the Navy. Is this so?—G. L. J., SKCM, USN.

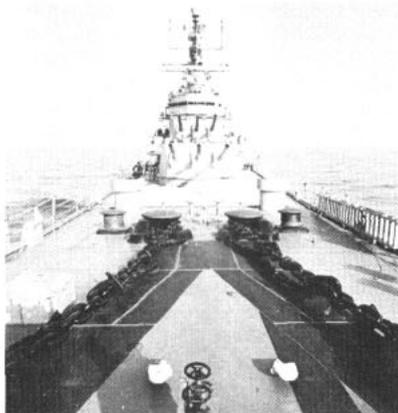
● *Rainbow* was born outside the naval province, it's true, but if she were here today, she would certainly take offense to being referred to as a derelict.

Actually, she was constructed at Sunderland, England, in 1890, as the merchantman *Norse King*. Eight years later, during the Spanish-American War, she was purchased on 29 June by the United States and transferred to the New York Navy Yard to be fitted out.

Rainbow displaced 4360 tons, her length stretched 351 feet, 10 inches, her beam read 41 feet wide, and she drew 17 feet, two inches of water. Her top speed registered 12 knots, her armament consisted of six 6-pounders and six 1-pounders, and her crew numbered 299. From all appearances, she must have reflected a splendid image in her time.

Commissioned on 2 Dec 1901, the sub tender received her first assignment with the Asiatic Fleet which she joined on 3 Apr 1902 after traveling via Gibraltar and the Suez Canal.

She remained for many years in Philippine and Chinese waters, showing the American flag and protecting the United States' interests against the periodic turmoil which characterized the times. Annually she circuted among various ports in the Philippines, making occasional visits to Hong Kong, and calling at Japanese ports.



HEAD ON—Six eight-inch guns are in the ready position as *USS Canberra* cruises off coast of North Vietnam.

Periodically, she served as flagship for Commander, Philippine Squadron, Asiatic Fleet, under whose orders she sailed, and conducted exercises.

A highlight of her career came in the late fall of 1907 when she carried then Secretary of War William Howard Taft (who a year later became the 27th U. S. President) on a goodwill tour to Vladivostok, Siberia (USSR).

After 12 years with the Asiatic Fleet, *Rainbow* left Lingayen Gulf on 18 Jul 1914 and set course for Hawaii. Following a brief stay there she proceeded to San Francisco where she arrived on 24 November and subsequently was placed out of commission on 23 December at Mare Island.

Rainbow's career was not quite ended, however, as she was recommissioned on 29 Jan 1916 and assigned in a reserve status as the receiving ship at San Francisco on 4 February.

Her final active commissioned service commenced on 9 Mar 1918 and extended to 11 Jul 1925. During World War I, she operated as a convoy ship, transport and mother ship for submarines in the area of her initial stomping grounds—the Philippines.

By 1928, *Rainbow* had returned to the U. S. where she was decommissioned for the last time at the Philadelphia Navy Yard and stricken from the Navy register on 26 June. On 13 Sep 1928 the 38-year-old ship was sold for scrap.—Ed.

Boat Pennant

SIR: Here's one our boatswain's mates couldn't agree on and still aren't sure about after reading much literature on the subject. Is it correct to fly a commissioning pennant from a Navy boat for an officer of another branch of the military who has a command but is not of flag rank?—C. D. W., LTJG, USN.

● No, it is not correct. Navy Regulations (Article 2162) states that "Flags or pennants of officers not eligible for command at sea shall not be displayed from ships of the United States Navy."

Since officers of the other military services are not considered by Navy standards to be eligible for command at sea, no flag or pennant would be flown from a naval ship or craft to indicate the presence on board of such an officer.

Navy Regs states in Article 2179 that staffs for the National Ensign shall be fitted at the peak with a flagstaff insignia appropriate for the rank of the officer as compared with naval ranks. Therefore, the only distinguishing mark on the boat to indicate an officer of another service would be the ornament atop the flagstaff.—Ed.



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HELPING OUT—Navy transport delivers bread for Sicilian quake victims. *Rt*: NAF volunteers unload boxes of clothes.

Helping Hands in Sicily

AS A RESULT of the earthquakes in Sicily this winter, considerable numbers of people were left homeless and hungry. Navy units in the vicinity were quick to respond.

A C-130 *Hercules* from Transport Squadron 24 delivered 20,000 pounds of meat and bread to the earthquake victims, at the request of officials in Naples.

Planes from the Naval Air Facility at Sigonella, Sicily, flew 2000 pounds of clothing and 400 gallons of fresh

milk to the disaster area. Captain John Fox, the base commander, and some 30 other Navymen donated blood.

A Navy HU-16 helicopter and a forklift truck and driver were sent to Trapani to unload emergency supplies.

In a one-day drive, U. S. military schoolchildren in Naples collected several thousand pounds of clothing to be distributed to the disaster victims in Sicilian quake area.



BAD DAY—Aerial photo shows damage to Gibellina area. Above: Naples schoolchildren bring in clothes for Sicily.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



WHITE WHALE—The Navymen of Helicopter Antisubmarine Squadron Five are flying SH-3A *Sea King* helicopters sporting new white and gray paint job.

Great White Whale

At first sight of the white and light gray helicopter, it might appear that the Coast Guard had invaded the Quonset area with their white rescue helicopters. Closer observation will reveal that it's the new white and light gray color scheme that Progressive Aircraft Rework (PAR) is painting on all the SH-3As. Helicopter Antisubmarine Squadron Five has the distinction of being first to receive the new light-colored helicopter.

Quickly dubbed the "Great White Whale," by the men of HS-5 the helicopter, along with the new paint job, has undergone other changes. One of these changes is new sound-proofing, which includes a sound-proof door between the crew's compartment and the after compartment. This will decrease the noise level within the aircraft and will also improve crew comfort during the winter months.

The twin jet SH-3A *Sea Kings* were received by Helicopter Antisubmarine Squadron Five in 1963. HS-5 is an integral part of Antisubmarine Air Group 54.

Grande Island Visited Again

Low-budget Navy pleasure seekers have found their "Island in the Sun." It's Grande Island, at Subic Bay in the Philippines, where for as little as \$.35 for overnight accommodations resting Navymen can enjoy a tropical climate and a variety of recreational facilities.

Grande Island sits in the entrance to Subic Bay Naval Base, where it once held gun emplacements to protect the harbor. After World War II, it was considered obsolete, and was deserted by a modern U. S. Navy.

Then came the Vietnam buildup, and work began in the early 1960s to convert Grande Island from an obsolete fortification to a modern resort for recuperating Navymen. (See *ALL HANDS*, June 1966, p. 11.)

Woods and brush were cleared to make way for grassy athletic fields, picnic areas and a nine-hole golf course. Old structures were remodeled, and became the Grande Plaza Hotel, Casa Isla Grande Club, Grande Island Theater, and the snack bar/recreation building.

Cottages were erected for overnight guests. Tennis, basketball and volleyball courts were constructed. Barbecue pits were added for amateur chefs.

The fine, white sandy beaches were already there, but to increase the enjoyment of their use a bath house and beach huts were built, and a swim float and buoys for waterskiing set out in the water. A fresh water swimming pool was added to provide a welcome change from the sea.

Visitors to Grande Island began arriving from the Subic Naval Base via regularly scheduled boats in March of 1966. They've been opting for their ration of fun in the sun ever since. —H. P. Buscher, SN, USN.

Depth Tests

The Navy has tested advanced electronic navigational equipment designed for use in deep-diving search and rescue vessels which are being developed.

Two types of equipment were tested. One employs a network of acoustic beacons for relaying data to a computer which can then pinpoint an ocean-bottom position.

The second system uses a doppler sonar, gyro compass and plotter to determine a ship's speed over the bottom.

The tests were by the *Aluminaut*, a commercially owned craft, in waters off the Virgin Islands.

New Construction

The flow of champagne and brand-new commissioning pennants has been considerable recently, during launching and commissioning ceremonies in a number of cities.

Now enjoying the status of full-fledged members of the commissioned Fleet are:

- The nuclear powered attack submarine *USS Lapon* (SSN 661), commissioned at Newport News, Va. *Lapon* is 292 feet long, 31 feet wide, and displaces 4100 tons fully loaded. Like the other SSNs, her armament includes four 21-inch torpedo tubes and *Subroc*.
- The attack submarine *USS Haddock* (SSN 621), at Pascagoula, Miss.

Haddock is the second sub to bear the name. The first *Haddock* (SS 231) made 13 war patrols during World War II.

The new nuclear powered sub

displaces 4300 tons, is 278 feet long and 31 feet wide.

- *uss Pargo* (SSN 650), recently commissioned at Groton, Conn. Also a nuclear powered attack submarine, she is 291 feet long, 31 feet wide. She displaces 4600 tons.

- The amphibious transport dock *uss Dubuque* (LPD 8), commissioned at Norfolk, Va. *Dubuque* is 570 feet long and displaces 16,900 tons fully loaded.

One of the newest type of amphibious ship, *Dubuque* can carry combat troops and their equipment, as well as helicopters and landing craft.

Recent launchings include:

- The nuclear powered attack sub *Narwhal* (SSN 671), launched at Groton, Conn.

Narwhal is 314 feet long, with a beam of 33 feet. Fully loaded she displaces 4700 tons.

- Launched at Pascagoula, Miss., was the nuclear powered attack sub *Aspro* (SSN 648). A *Sturgeon* class submarine, *Aspro* is 291 feet long, has a 31-foot beam, and displaces 4600 tons submerged.

She is the second submarine to be so named. The first *uss Aspro* (SS 309) made eight combat patrols in the Pacific during World War II.

- The submarine tender *L. Y. Spear* (AS 36), at Quincy, Mass. The ship is the first of a new class designed specifically to service nuclear attack submarines.

L. Y. Spear is 644 feet long, 85 feet wide, and displaces 22,640 tons fully loaded. Her crew will consist of approximately 1440 Navymen.

- The tank landing ship *Newport* (LST 1179), launched at Philadelphia Naval Shipyard. *Newport* is the prototype of a new class of LST, characterized by a much higher

speed than any of her predecessors, and also greater combat vehicle capacity.

She has an over-all length of 522 feet, and a beam of 69 feet. Her crew will number approximately 610.

- Launched in a dual ceremony with *Newport* was the amphibious assault ship *New Orleans* (LPH 11).

New Orleans is an *Iwo Jima* class amphibious assault ship. She will be manned by approximately 590 Navymen, and will be able to accommodate nearly 2000 men in her combat troop spaces. She is designed to carry 20 transport helicopters in her 592-foot-long, 104-foot-wide hull.

- The ammunition ship *Santa Barbara* (AE 28) was launched at Sparrows Point, Md.

Santa Barbara is the third of a new class of ammunition ship. She will have the most modern transfer-at-sea facilities, including a helicopter for distant replenishment and four transfer stations equipped with Fast Automatic Shuttle Transfer (FAST) for missile and missile component transfer. She is 564 feet long, has a beam of 81 feet, and a displacement of 20,500 tons when fully loaded.

The veteran repair ship *uss Sphinx* (ARL 24) was recommissioned at New Orleans, La. This is the third time around for *Sphinx*. She was first commissioned 10 May 1945, served in the Pacific repairing landing craft which were to be used to bring men and materials back to the United States. *Sphinx* was placed in reserve out of commission in January 1946, then returned to active duty in November 1950 to support amphibious forces in Korea.

She has been reactivated to provide repair facilities for the small river and coastal patrol craft operating in South Vietnam.



WHERE DOES IT ALL GO—A young visitor aboard *USS Norfolk* (DL 1) takes a close but cautious look at the business end of the ship's anchor during a visit to Calao-Lima. — Photo by C. R. Elliott.

As these ships are welcomed into the Fleet, several others are facing the quiet days of decommissioned status:

- The 23-year-old escort ship *uss Thaddeus Parker* (DE 369), was towed to the naval shipyard in Philadelphia, Pa., for scrapping.

Commissioned 25 Oct 1944, *Thaddeus Parker* steamed 83,000 miles during World War II protecting convoys in the Pacific. She was decommissioned 31 May 1946, but returned to active service in 1951. After a few years with ASW forces of the Atlantic Fleet, she began in



NAVY REPRESENTATIVES from many countries gave United Nations touch to an assembly of students attending Naval Schools Command at Treasure Island. Student navymen were welcomed aboard by CAPT S. J. Robinson, Jr.



INSTANT CAUSEWAY — Support equipment is unloaded from *Jerome County* (LST 848) onto floating roadway.—Photo, R. Benjamin, JO1.

1957 to serve as a training ship for Naval Reservists. During the Berlin Crisis, *Thaddeus Parker* and her crew of Reservists were called to active duty and served from 2 Oct 1961 to 1 Aug 1962. Since that time she has served as a Reserve training ship operating out of Bayonne, N. J.

- The dock landing ship *uss Lindenwald* (LSD 6) has also been decommissioned and sold for scrapping. Her naval career spanned 24 years. Commissioned 9 Dec 1943, *Lindenwald* saw combat duty in the Pacific, participating in amphibious operations at Kwajalein, Emirau, Saipan, Lingayen Gulf, and Okinawa.

Several mementos of *Lindenwald's* career have been earmarked for display at the ship's namesake, "Lindenwald," the New York home of President Martin Van Buren.

- The attack transport *uss Henrico* (APA 45), was decommissioned at Bremerton, Wash. *Henrico* was constructed as *ss Sea Darter* for the Maritime Commission in 1943. She was acquired by the Navy, renamed, and converted to an attack transport.

Henrico has retired after serving in World War II, the Korean conflict and Vietnam operations.

- *uss George Clymer*, the Navy's

oldest attack transport, has been decommissioned at San Diego.

George Clymer was the first attack transport to take part in World War II. She was commissioned 15 Jun 1942. During her World War II career, she steamed over 162,000 miles, transported over 46,000 troops, and cared for more than 2600 casualties.

She also saw action in the Korean conflict, landing troops at Pusan, Inchon, Wonsan, and Hungnam. In June 1964, *George Clymer* made the first of her two deployments to WestPac to take part in Vietnam operations. She ended her second cruise in September 1966 when she returned to San Diego to serve as flagship of Amphibious Squadron Three until the decision came to decommission her, strip her of useful equipment, and sell her for scrap.

Four-Legged Seal Trainee

Dogs don't earn Army parachute wings. Usually.

Silver, a German shepherd with Navy's Seal Team II, is the exception.

Parachutist wings were awarded here recently to two-and-one-half-year-old, 62-pound Silver, the first Navy dog to complete his fifth jump, qualifying for the award.

Silver is training with the Navy's Sea-Air-Land Team of the Atlantic Fleet Amphibious Force.

The award culminated 16 weeks of

training at the Army Canine Corps School, Fort Benning, Ga., with Quartermaster Third Class Dewayne G. Schwalenberg. Previous to jump school, Silver was trained in basic obedience, patrol, attack, booby-trap detection, scouting, and helicopter rappelling.

To make a jump, Silver is fitted with a specially made harness. Schwalenberg then attaches Silver's harness to a harness he wears, and Silver hangs at his side during descent. Two hundred feet above the ground, Silver is lowered on a 20-foot line, and at the last moment, Schwalenberg pulls up on the line to cushion the landing shock for the dog.

Silver has already proved himself intelligent in his own right. During one jump, Schwalenberg was stunned by a particularly hard landing. His chute failed to collapse, caught some wind, and began to drag him. Silver quickly jumped on the chute, collapsing it and saving his master from possible injury. This was not included in Silver's training.

Silver may soon have Navy parachutist wings as well. SEAL Team II is planning to take him on five more jumps, qualifying him for Navy wings, which require 10 jumps.

Although the program is still in the experimental stage, two SEAL dogs that have served in Vietnam have proved themselves valuable to the mission of the SEAL team.

SEALS SCRAMBLE ashore from an LCM for mission in Vietnam. SEALs are trained for air, land or sea combat.—Photo by L. R. Robinson, PH1, USN.



Well-Bottled Ships

Model shipbuilding is a hobby enjoyed by many Navymen, but only the most skilled put them together in glass bottles. One Navyman who has mastered the build-a-ship-in-a-bottle technique is Chief Construction Electrician Terry L. Smith of NAS Atlanta, Marietta, Ga.

Chief Smith has built models of sailing ships in glass containers ranging from a flashlight bulb to a five-gallon jug.

Describing the hobby, he says skill is only part of it; that the main requirement is patience. "For example," he said, "the five-gallon jug model was an 18-month project which took me 200 hours at the work-bench."

How is it done?

"Mainly through prefabrication," says Chief Smith. "I first design a model and carve the hull out of a block of mahogany. I use only raw materials and build according to my own specifications.

"I split the hull into sections that will fit through the bottle neck, and then reassemble the whole thing inside the bottle with my special tools."

Chief Smith developed his own tools and instruments, which include a probe for tying knots on the ships' rigging.

"I first became interested in the hobby about 10 years ago when I saw a magazine advertisement that featured such a model. My curiosity led me to experiment with ship models and bottles, and I'm proud to say I developed my own techniques."

Fun and/or profit?

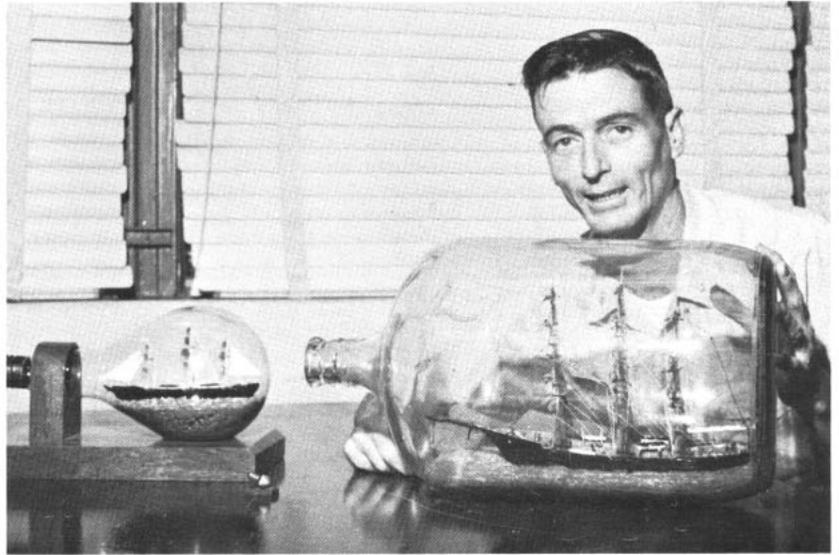
"None of my models are for sale. I have given some to friends and relatives, but mainly it's a matter of having found a hobby I particularly enjoy." —C. A. Bryant, JOC, USN

Welcome Home, Daddy

Welcome home celebrations have been numerous recently in cities which serve as major home ports. Tying up at Pacific coast piers were:

- The amphibious transport dock *uss Duluth* (LPD 6), back in San Diego after an eight-month WestPac deployment.

Before she joined amphibious units off the coast of South Vietnam, *Duluth* called at Perth, Australia, to



GLASS-BOUND NAVY—Master bottled-ship builder Terry L. Smith, CEC, of NAS Atlanta designed own tools for intricate job. Can you find third ship?

participate in the 25th anniversary of the Battle of the Coral Sea.

- *uss Washtenaw County* (LST 1166), home after a three-month deployment in the combat zone. The tank landing ship covered almost 12,000 miles during her deployment with the Seventh Fleet.

Some of her commitments carried her 120 miles deep into the Mekong Delta, and she also operated between Da Nang and the Demilitarized Zone (DMZ), serving in a logistic supply role for units ashore.

Washtenaw County also engaged in three days of difficult typhoon evasion, as typhoon Emma intercepted the Ready Group during their Subic upkeep period.

- The Fleet oiler *uss Mispillion* (AO 105) returned to her Long Beach home port after seven months in WestPac refueling carriers and gunfire support ships of the Seventh Fleet.

It was reportedly a record-breaking deployment for *Mispillion*. She had 511 ships alongside, fueling 471 of them. She transferred 71.7 million gallons of fuel.

- The San Diego-based amphibious helicopter carrier *uss Tripoli* (LPH 10), after eight months in WestPac.

During the deployment, *Tripoli* launched eight assaults against enemy forces near Da Nang, Phu Bai, Hue, Cam Lo, and the DMZ. In her first combat action, *Tripoli* launched Marine-laden helos to

spearhead operation Beacon Torch. After the Marines were put ashore, the assault ship stood by off the coast to provide supplies, ammunition, and a quick means of evacuation for wounded men.

Tripoli provided similar services in operations Beaver Track, Bear Chain, Kangaroo Kick, Belt Drive, Fortress Sentry, Formation Leader, and Badger Hunt.

During her deployment, *Tripoli* steamed 36,000 miles and recorded more than 7800 landings on her flight deck. She also made more than 1100 medical evacuations of wounded Marines.

In each amphibious operation *Tripoli* transported a daily average of 120 tons of combat supplies and equipment to the forces ashore.

- The San Diego-based tank landing ships *uss Outagamie County* (LST 1073) and *Polk County* (LST 1084), ending a seven-month Vietnam deployment.

During their time in Vietnam, *Outagamie County* and *Polk County* transported logistic material from the Naval Support Activity, Da Nang, to Chu Lai, Duc Pho and Cua Viet.

- The attack transports *uss Magoffin* (APA 199) and *Pickaway* (APA 222), the attack cargo ships *Skagit* (AKA 105) and *Winston* (AKA 94), and the dock landing ship *Catamount* (LSD 17), all to San Diego.

During their deployments with the Seventh Fleet, the amphibious

TODAY'S NAVY

ships made strategic lifts of men and supplies between various ports in the Western Pacific. They also took part in Operation Schoolhouse Lift and Exercise Sea Dog. In Schoolhouse Lift, U. S. Navy ships transported more than 1600 prefabricated units to remote villages in the Philippines. Sea Dog involved ships from SEATO nations and took place in the South China Sea and the Gulf of Siam.

- *uss Okinawa* (LPH 3), the helicopter assault carrier, returned to San Diego after her first deployment to WestPac. She transferred from the Atlantic Amphibious Force early last year and shortly thereafter steamed to South Vietnam, where she took part in nine amphibious assaults.

En route to join the Seventh Fleet, *Okinawa* answered an SOS from the Panamanian freighter *Silver Peak*. The freighter had run aground on a reef near Minami Ko Shima, an island about 100 miles northeast of Taiwan. Using two of her helos, the LPH rescued the freighter's 38 crewmen.

While deployed to WestPac, *Okinawa* served as flagship of Amphibious Ready Group Alfa. She also supported an embarked helicopter squadron and the major elements of a reinforced battalion landing team almost continuously in the combat zone.

Okinawa's medical department personnel were kept busy during the deployment, handling more than 1100 battlefield casualties in the ship's sick bay.

Deployments have also ended for the following Atlantic Fleet ships:

- The Norfolk-based ammunition

ship *uss Diamond Head* (AE 19), home after a nine-month deployment in WestPac.

Diamond Head steamed some 64,000 miles while conducting 200 underway replenishments and delivering 12,000 tons of rockets, bombs, and shells. She also transferred more than 29,900 pounds of U. S. mail to 143 ships in WestPac.

- The destroyers *uss DuPont* (DD 941), *New* (DD 818), and *Eaton* (DD 510), also back in Norfolk, after seven months in WestPac. The three DDs are units of Destroyer Squadron 22. Their missions while deployed included rescuing downed pilots in the Tonkin Gulf; providing naval gunfire support to allied forces along the coast of South Vietnam; providing lifeguard services for carrier operations; shelling North Vietnamese artillery positions north of the 17th parallel, and anti-submarine patrol.

More than 32,500 rounds were fired from the guns of the three destroyers. *DuPont* accounted for 20,775 rounds; *New*, 6750; and *Eaton*, 5005.

- The do-everything carrier *uss Intrepid* (CV 11) is back in Norfolk after an eight-month deployment off the Vietnam coast.

By designation, *Intrepid* is an antisubmarine warfare carrier, but she traded her helos and ASW aircraft in 1966 for A4 *Skyhawk* jet attack planes, F8 *Crusader* jet fighters, and A1 *Skyraider* bombers.

Intrepid began her deployment with a trip to the Mediterranean. After a short stay, she steamed through the Suez Canal into the Red Sea and headed east. *Intrepid* was the last U. S. warship to transit the

canal before it was closed and the Israeli-Arab war began.

When *Intrepid* reached the combat zone, targets of her pilots were bridges, warehouses, railroad lines, and highways. Specifically, the targets included the Ben Thuy and Hon Gai thermal power plants, which were destroyed; the Ban Ven Nham army barracks and *Sam* missile storage area; the Port Wallut naval base, and Haiphong's Kien An *Mig* base.

Intrepid's Air Wing 10 pilots knocked out four of the five major bridges fanning out from Haiphong and a bypass bridge built to substitute for a major bridge. The Air Wing's four attack squadrons delivered over 5000 tons of ordnance against North Vietnam during the ship's stay on Yankee Station.

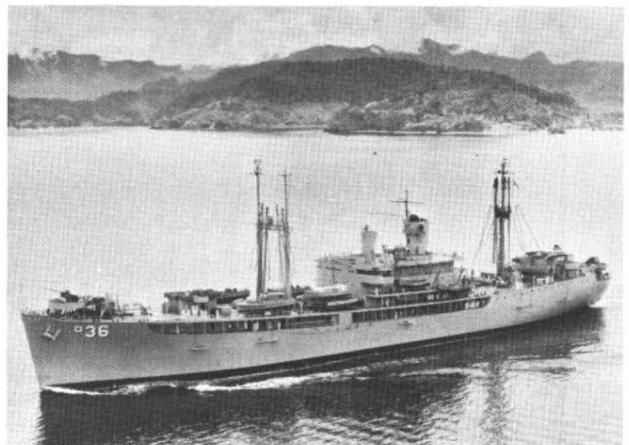
- Home from the Mediterranean are the carrier *uss Saratoga* (CVA 60), after seven months, and the destroyers *Jonas Ingram* (DD 938), *Power* (DD 839), *Noa* (DD 841), *Meredith* (DD 890), *Stribling* (DD 867), and *Harwood* (DD 861), after a five-month deployment. The ships are homeported in Mayport, Fla.

Navymen Like Collett

uss Collett (DD 730) was recently cited by Admiral Roy L. Johnson, USN (Ret), for retention of enlisted personnel during fiscal year 1967. At the time ADM Johnson was on active duty, serving as Commander in Chief, U. S. Pacific Fleet.

The commanding officer and all hands of the Seventh Fleet destroyer were commended "for their outstanding achievement in the field of

GOLDEN SHIPS—*USS Pine Island* (AV 12) and *USS Bryce Canyon* (AD 36) among ships having earned Golden "E."



enlisted retention . . . and for the leadership and effective shipboard organization which this accomplishment reflects."

During fiscal year 1967 *Collett* had a first-term reenlistment rate of 57 per cent and a career reenlistment rate of 78 percent—a combined rate of 65 per cent. Not only was this the second highest reenlistment rate for any single ship of Cruiser-Destroyer Force, Pacific, but it was also nearly three times the average of all ships within CRUDESPAC. *Collett* also had the highest relative improvement rate of any ship in the command, with an increase of 47 per cent over fiscal year 1966.

The commanding officer of *Collett* is Commander J. R. Kearny, USN. The ship is a unit of Destroyer Squadron Nine, which is commanded by Captain C. F. Helme, Jr., USN, and is homeported in Yokosuka, Japan.

Meet HMAS Brisbane

A third guided missile destroyer built in this country for the Australian Navy has been placed into commission. She is HMAS *Brisbane* (D41), named after the capital city of Queensland, Australia.

The ceremonies, held 16 December at the Boston Naval Shipyard, were attended by the Australian Ambassador to the United States and the U. S. Chief of Naval Operations.

Equipped with long range search and fire control radars, coupled with a *Tartar* missile system, *Brisbane* will serve as an anti-aircraft ship. In addition, she has an antisubmarine system consisting of long range sonar, torpedoes and the British-developed *Ikara* antisubmarine rocket system. She also has two 5-inch rapid fire gun mounts for shore bombardment.

Brisbane's 435-foot hull and 47-foot beam displaces about 4500 tons when fully loaded. She is powered by two steam turbine engines capable of producing 70,000 shaft horsepower.

D41 is the second Royal Australian Navy ship to bear the name *Brisbane*. The first, a 5400-ton cruiser, was launched in Sydney in September 1915, but she saw no action in either world war. The cruiser did, however, serve in the Mediterranean Sea, the Indian Ocean, the South Pacific and the Far East before she was scrapped in England in 1936.

No Hangup at Fox's Pad

Originally designed to operate small antisubmarine drone helicopters, the new guided missile frigate USS *Fox* (DLG 33) also handles

UH-2 *Seasprite* and SH-3 *Sea King* helicopters assigned the Navy's Search and Rescue forces supporting the air effort over North Vietnam.

During the course of *Fox's* five months' service with the Seventh Fleet, 491 helicopter landings were made aboard *Fox* and her flight deck crew pumped 94,018 gallons of fuel into parched helos either on deck or hovering alongside.

Fox, advertising as the North Tonkin Service Station, provided a variety of other services—showers, laundry facilities, food, hot and cold drinks, and bunks—for the chopper crews operating from her deck. The copters rescued nine downed American airmen, braving enemy ground fire to do so.

The unresolved question regarding the flight deck crew of this San Diego-based frigate is whether these *Foxmen* ought really to have been called "airdales," as in the case of their aircraft carrier counterparts.



Instant Airfield

A shore-based catapult and arresting system, and 2200 feet of aluminum matting that can be laid out in hours, have been combined to form an "instant airfield" for pilots in Vietnam.

Designed under a program known as Short Airfield for Tactical Support (SATS), the instant airfield is intended to satisfy Marine Corps requirements for a mobile, economical and reusable runway which can be made operational within 72 to 96 hours.

Field tests of SATS are now underway in Vietnam. Refinement testing is in progress at the Naval Air Test Facility, Lakehurst, N. J. Various fighter and attack aircraft, including the A-6 *Intruder* and A-7 *Corsair II*, have been launched and retrieved with SATS.

Here's how it works:

The SATS catapult has two J79-2 turbo-jet engines which exhaust into a free power turbine. The turbine is connected to a gear box which drives a high speed capstan, or take-up spool. A loop of steel cable is wrapped on the capstan, around a tensioning device, and through a series of sheaves to the launch end of the aluminum runway. The cable continues to the terminal end of the

runway, through another series of sheaves, and back to the capstan.

A nosewheel dolly attached to the launch cable tows the aircraft to the catapult. The aircraft nosewheel is placed on the dolly, and the launching bridle is connected to both the dolly and the aircraft launch hooks. A hold-back, similar to one used in shipboard catapult operations, is also connected to the aircraft.

With the aircraft now ready for launch, power is increased in the turbine. A catapult brake is released, the hold-back unit breaks away, and the aircraft accelerates to take-off.

The system has a rapid-cycle capability of 90 seconds. In the event of wind change, the dolly is simply removed from the launching end of the cable and connected to the return end. Aircraft may then be launched in the opposite direction.

The SATS arresting system uses a wire rope pendant stretched across the runway. The pendant is attached to nylon tapes which are wound on reels, and which pay out after the aircraft landing hook engages the pendant. The reels are coupled to water turbines which absorb the energy of the aircraft impact. The system may land jets coming in at speeds up to 160 knots, and stops them in less than 650 feet.

ATF Bites the Sea

To a large ship rough water means a little rolling and pitching, but to a smaller vessel, such as the Fleet tug *USS Ute* (ATF 76), it often means aerial acrobatics as the bow performs for the camera during operations in the Western Pacific.



Going



Going



Gone—and ready to start again.



Subic Offers Small Challenge to Golfers

It has been claimed that golfers arriving in Subic Bay have at times been seen dashing straight from their ship to the Spanish Gate Golf Course where, with the satisfied sigh of the inveterate golfer home from the sea, they tee up and—whammo—right down the old fairway.

It's agreed that the course is a beauty, with its garden-like setting, complete with tropical plants shaded by spreading monkeypod and sandalwood trees.

Grassy fairways, lovely lakes and beautiful flowers make even the traps and hazards a pleasure—almost. Truly, the course would do justice to the most luxurious country club.

However, the course has one drawback for big-time golfers. The whole thing could be snugly tucked away, with space to spare, in the lobby of almost any self-respecting hotel.

It's a miniature course, and the Spanish Gate, which sets it apart from other courses and provides the name, is a model of one which graced the 19th century Spanish naval station. The original structure, which still stands, has been duplicated to the last cannon by Subic Bay employees.

To the avid miniature golfer, the course has all the challenge of the larger courses and he sweats over the water hazards and sand traps quite as much as any weekend golfer on a king-sized course.

By the time he reaches the 18th hole, the perspiring duffer doesn't

care what the score is. The important thing in his view is a bamboo hut shaded by tall trees and fanned by the elephantine leaves of the banana palm.

With a sigh of relief the tired golfer drops his club and score card, and relaxes in the shade of the snack bar's reasonably cool veranda.

—Photos by

C. K. Ferguson, JOC, USN



Vietnam Milk Run

THE HUGE, four-engine plane lifts smoothly from Saigon's Tan Son Nhut Airport at 0800 and sets a heading for Can Rahn Bay and points north. Twelve hours, 1000 miles and a dozen landings and take-offs later she is securely back at Saigon, chocked down for a good night's rest.

That, in a nutshell, just about tells the daily story of aircraft 87754, a Navy C-54 *Skymaster* prop-driven transport of World War II that spends every other week, alternating with another C-54, away from her home station at Sangley Point, R. P., flying cargo missions over South Vietnam.

But this scratches only the surface.

The real story of the C-54, which has carried men and material for nearly 23 years, is her association with the many lives she comes into contact with each day during her flight from Saigon to Can Rahn Bay, Qui Nhon, Nha Trang, Da Nang, Chu Lai and back to Saigon.

The flights are conducted frequently. The hop from Saigon to Can Rahn Bay takes about an hour, the longest leg of the circuit. To Nha Trang, the shortest leg, takes only six minutes.

Keeping ground time to a minimum, however, isn't always easy, according to the pilots and crew of the plane. The crew tries for a minimum of ground time, especially when they land at airfields equipped

for handling planes with rear ramp doors, like those of the C-130 and C-141 transports. The C-54 has two cargo doors, but they are located high in the side of the fuselage. Therefore, all loading and unloading on these runways has to be done by forklift or by hand. There are times the offloading equipment is nothing more than a pickup truck and a ladder, such as might be found at the airfields in the Mekong Delta area south of Saigon.

The routine for each stop is pretty much the same—get the passengers off, unload the cargo, take on a new load, sign on any passengers waiting and get airborne again, as quickly as possible.

Along with U. S. military personnel, Vietnamese military forces also fly in the *Skymaster*. And since they are permitted to move their dependents by air, the plane frequently has on board several women clad in Ao Dai, the national costume. For the most part, less exotic dress is more prevalent: flak jackets and jungle boots. Obviously, many of the troops have just come out of the field.

Terminals along the milkrun vary from the well-equipped ones at Saigon and Da Nang to those where passengers can be seen squatting on concrete, or at best, sitting on rude wooden benches. The fighting man waiting to climb on board passes the time by sleeping when he can, or getting the mud off his boots or,

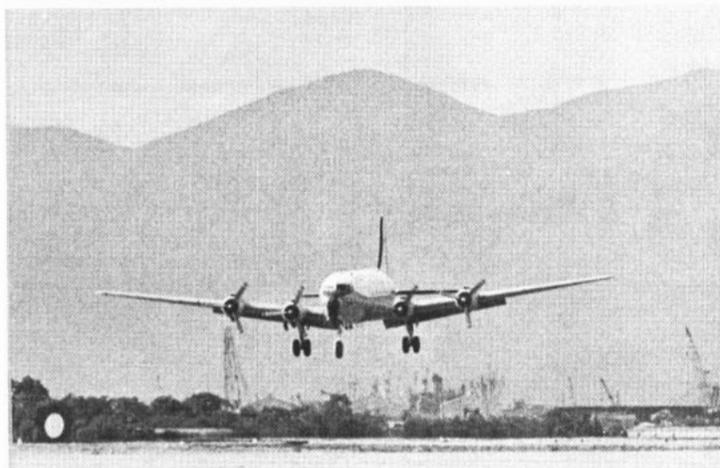
more generally, cleaning his rifle, since he may need a clean weapon only minutes after he reaches his destination.

Nowhere, it would seem, can he get away from the conflict around him. Even after the C-54 is airborne, the trooper has a bird's-eye view of the hostilities being waged below as fighters often can be seen making strafing runs on VC targets. Closer to Saigon, he sees roads alive with traffic as they snake out to nearby military bases. And in open areas, in fields or on hilltops, there are visible all sizes of craters caused by mortars and other types of heavy artillery.

When the C-54 arrives back in Saigon, the day hasn't ended for the crew. They must clean her up and make her ready for tomorrow's flight. If there is any maintenance to be done, there is no one else to do it except the crew. This particular aircraft was accepted by the Navy 22 years ago, then as an R5D. In the meantime, she has flown more than 21,000 hours, therefore requiring maintenance more frequently perhaps than some of the newer cargo craft. And since parts for C-54s are not always readily available in Vietnam, more often than not the crew has to have components repaired or reconstructed on the spot.

Despite the scarcity of parts, or the loading and unloading problems faced nearly every hour, or the foul weather conditions, or even hostile fire, the C-54 from Sangley Point keeps the flow of supplies for Navy activities moving. She does so backed up by the fact that she has never yet missed a mission.

—William M. Powers, PHC, USN



VIETNAM MILK RUN—Navy C-54 *Skymaster* makes landing at Cam Rahn Bay. Rt: Passengers relax during flight.

Brief news items about other branches of the armed services.



HO-HO-HO—Air Force "Jolly Green Giant" helo stays on station longer, thanks to drink donated by tanker.

BEGINNING IN APRIL, certain U. S. Army and Air Force units in Europe will be redeployed to the United States, the U. S. Commander in Chief, Europe, has announced.

The report by General Lyman Lemnitzer said planning action is underway and the redeployment has been the subject of consultations in NATO since last spring. At that time the U. S. proposed to redeploy up to 35,000 military personnel from the Federal Republic of Germany.

The redeployment, involving about 31,000 Army personnel and 3400 Air Force, will continue over a number of months.



FOR COMBAT SUPPORT—New Army winged rotorcraft will escort troop-carrying helos and direct fire support.

"Forces and aircraft deployed to the United States," the announcement stated, "will be maintained in a high degree of readiness, and equipment will be maintained in the Federal Republic of Germany in sufficient quantity and readiness to insure that the forces and aircraft can be promptly redeployed to Germany.

Major units involved in the redeployment plans are:

- Two brigades of the 24th Infantry Division and appropriately associated units which will move to Fort Riley, Kan.
- The 3rd Armored Cavalry Regiment, which will be based at Fort Lewis, Wash.
- Three squadrons of the 49th Tactical Fighter Wing, to Holloman AFB, N. Mex.
- The 417th Tactical Fighter Squadron, which will move to Mountain Home AFB, Idaho.

* * *

RIDING BEHIND and alongside fighter and bomber pilots, Air Force cameramen of the Military Airlift Command's Aerospace Audio Visual Service (AAVS) last year focused on the war in Vietnam in depth and detail.

For example, the Six Hundredth Photo Squadron at Tan Son Nhut Air Base, Saigon, had the mission and the mettle to film the war with an array of gun cameras, panoramic strike and radar scope cameras installed on fighters and bombers. They also used blister-held and pod enclosed cameras developed by AAVS for strike and other missions.

If activity can be measured statistically, it could be said that, in 1967, Air Force photographers in Southeast Asia took more than 313,000 feet of motion picture film, nearly 20,000 color photographs and more than 25,000 black and white shots on some 2500 combat missions.

More important, of course, than statistics are the results achieved by the film footage. The cameramen's work provided over-the-target photographs with which to assess bomb damage, as well as wide-ranging documentation of the war and accurate intelligence data. Some of the photography was featured on U. S. television news reports and in documentaries on Vietnam.

Shooting the war from the air frequently took more than average courage as is testified by the 57 Air Medals, seven Bronze Stars, 120 Commendation Medals and a Purple Heart which repaid the photographers' heroism.

Although AAVS photographers were working hard in Vietnam during 1967, they also had responsibilities elsewhere.

The service's cameramen and technical crews handled instrumentation photography of missile launches at Vandenberg AFB, Calif., and Green River, Utah. They also documented, in still and motion picture photography, Air Force actions having historical significance and produced Air Force motion pictures.

Focusing on the world from Vandenberg to Vietnam, is a big and demanding job—especially for backseat cameramen on frontline assignments. As proficient technicians, MAC's Aerospace Audio Visual Service cameramen consider themselves backseat in location only.



THUNDERCHIEFS—Two camouflaged Air Force F-105s streak toward a communist target in North Vietnam.

FROM THE SNOWBOUND Navajo and Hopi Indian Reservations in Arizona to the combat areas of Vietnam, more than 900 people last year would, if they could, gladly have rolled out a red carpet for the pararescuemen of the Military Airlift Command's Aerospace Rescue and Recovery Service.

In the combat areas of Vietnam last year alone, the ARRS pararescuers saved more than 400 men from locations which frequently were raked by enemy fire.

Not only did the pararescuers lend their efforts to saving U. S. fighting men in Vietnam, they also saved 239 noncombatants from various misfortunes in Southeast Asia while nearly 300 others around the world were saved from death or injury in fires, floods and other disasters.

Last year, the ARRS pararescuers passed two milestones. In July, they were credited with their 1000th rescue in Southeast Asia since 1964 and, one month later, they recorded their 616th rescue for the year, thereby equaling the total number racked up by the unit the year before.

Among a multitude of other decorations, the pararescuers were also awarded the Presidential Unit Citation. During the presentation, President Johnson expressed the thanks of those whose lives were saved by the pararescuers. Other thanks came directly from the men in Vietnam who are alive today because the ARRS pararescuers had the courage and the equipment to go anywhere and get the job done. More than 3500 individual decorations have been awarded for rescue actions in that country.

* * *

A RECONNAISSANCE CAMERA that clicks away in machine gun fashion is being tested by the Air Force for use in Vietnam.

The new camera, designed for the RF-4C *Phantom* aircraft, takes reconnaissance pictures at a rate of six exposures per second.

It also takes "stereo" pictures by focusing on a given target area from two different points in the sky. Looking at the pictures in a stereo viewer, a photo interpreter can determine the heights of the objects shown. Thus, actual targets such as vehicles or parked aircraft can be distinguished from dummies or silhouettes painted onto roads or runways. By using color film, the camera helps to detect camouflage.

The fully-automated photo system is designed for use during day or night reconnaissance missions.

Tests to explore its full operational capabilities are being conducted by the Air Force Systems Command.

One goal in the testing is to refine techniques used in aerial photography at low altitudes and supersonic speeds.

* * *

A POLYURETHANE FOAM first used in gasoline tanks of racing cars to reduce fire and explosion hazards has been modified for the fuel tanks of combat aircraft in Southeast Asia.

The foam resembles steel wool, but is more porous and is nonabsorbent. Liquid flows freely through the open cells.

Installed in the fuel tank of an aircraft, the foam retards explosion, even after a direct hit on the tank by tracer bullets or other incendiaries. It also suppresses slosh, and, if the tank is ruptured, prevents fuel from spewing out.

The foam originally was used in cars at the Indianapolis "500" raceway. It was modified by the Air Force Systems Command.

Installation of the material is relatively simple. The foam is cut to size and installed in blocks through existing fuel tank ports. It only slightly reduces the usable volume of fuel, even though it almost fills the tank.

* * *

THE ARMY'S NEWEST and most advanced combat helicopter, the AH-56A *Cheyenne*, demonstrated its speed, versatility and maneuverability recently during its first public flight at Van Nuys, Calif.

It is the first Army aircraft designed as a fire control gun ship and is scheduled to see action in Vietnam. The *Cheyenne* has the rotor blades of a conventional helo as well as stub wings and a pusher propeller of a conventional aircraft. While the rotors provide lift, the pusher prop creates level flight speeds of more than 250 miles per hour.

When fully equipped, the *Cheyenne* will be capable of firing machine guns, grenades, rockets and missiles. A swiveling belly turret mounts a 30-mm automatic gun, and both the pilot and gunner are protected by armor.



QUICK LIFT—Swarm of helicopters rushes paratroopers of 173rd Airborne Brigade into action against Viet Cong.

Meeting With MCPON

MASTER CHIEF PETTY OFFICER of the Navy Delbert Black, GMCM, USN, started his second year as the sea service's MCPON with a globe-girdling trip "down under." He visited 1200 Navymen of Operation Deep Freeze in the Antarctic.

On his journey to the giant icy continent at the bottom of the world, he traveled some 32,000 miles, covering all major U. S. stations on the continent, and meeting nearly every American Navyman there.

"I don't think I have ever been to a command where the morale was better or where there was more enthusiasm for getting the job done," Black said. "Considering the arduous conditions under which the men live and work, this was most impressive."

At each Deep Freeze station—Advance Headquarters in Christchurch, New Zealand, and the Antarctic stations at McMurdo, South Pole, and Byrd—the first order of business was a get-together discussion with all enlisted men.

"I never heard a single real gripe. Of course, in Deep Freeze you have a unique situation. Every man, through necessity, looks out for each of his shipmates. I think this is a big factor toward the happy, cooperative atmosphere that prevails in Deep Freeze," he said.

During his recent tours of stations in CONUS and overseas, Master Chief Black received queries on a number of subjects. Among these were processing of enlisted transfers and the administration of enlisted clubs. Here's the word on these subjects, as verified by cognizant sources at BuPers headquarters.

TRANSFER REQUESTS—The Enlisted Transfer and Special Duty Request Form (NavPers 1306/7) which became effective last summer was designed, among other reasons, to speed up (and reduce) paperwork. It is used for requesting transfer outside the regular Seavey/Shorvey rotation channels.

The *Transfer Manual* states, in effect, that by using the new form, requests for transfer or reassignment to a particular type of duty or school, submitted by eligible personnel, shall be processed and forwarded to the cognizant distribution authority,

whether or not such requests are favorably endorsed at the command level.

Requests submitted by those who are not eligible will likewise be processed, says the *Transfer Manual*, but the requester should be informed of his ineligibility, and he may be asked to voluntarily withdraw the request. If he does not withdraw the request, it will be forwarded from the command in the normal manner, even though disapproval should be anticipated.

Inquiries have been received from men who had applied for special transfers to school, concerning the reason why action had not been taken on their applications. After checks by cognizant BuPers desks and EPDO channels, it has been learned that in certain cases the requests in question never left the command. This often involves more paperwork and time-consuming effort in the long run than would have been involved had the request been forwarded in the first place.

The *Transfer Manual*, Article 2.5, has detailed instructions on use of the Enlisted Transfer and Special Duty Request Form. The form is stocked at supply centers in Oakland and Norfolk, and may be requisitioned under normal supply procedures.

PETTY OFFICERS' MESSSES OPEN—The operation of First and Second Class Petty Officers' Messes OPEN ("Acey-Deucey" Clubs) has also been the subject of inquiries, specifically why these clubs at some stations are operated as separate clubs, while at other places they are part of an Enlisted Men's Club.

Here is the answer—it is a matter of location. When an Acey-Deucey Club is under the same roof as an EM Club, it is run as an adjunct of the EM Club and under the same management (that is, the station's Navy Exchange, which is under the control of the Navy Ship's Store Office, NSSO). However, when an Acey-Deucey Club is located in a separate building, it is an independent club, like the CPO Club, usually managed by a petty officer trained in mess management (either active duty or retired) who is guided by

BuPers mess operations regulations.

The two styles of management came about as a result of a study by a high-level committee in 1960, which included this advice:

"Some First and Second Class Petty Officers' Messes are independently operated and have essentially the same esprit de corps as is usually present in a CPO Mess. The Committee considers that it is necessary to encourage such spirit and to enhance the status of senior Petty Officers wherever possible . . ."

The Committee distinguished between First and Second Class Petty Officers' Messes operating separately and Petty Officer Sections of EM Clubs. It stated:

"Petty Officer Sections of EM Clubs should be permitted only where a common facility is used and the Petty Officer Sections are an integral part of the EM Club operation."

In 1961 the Secretary of the Navy approved the above recommendations of the Committee, and directed that all EM Clubs be controlled by the Navy Ship's Store Office.

In making its recommendations, the Committee reported that the most successful EM Club and Petty Officer Mess operations exist "where the membership has an effective voice and avenue of approach to club or mess management and to the commanding officer by means of a club or mess advisory group. Such advisory groups permit the membership to express its desires and preferences with regard to services and entertainment provided and to offer suggestions and recommendations for improvements."

Today, Advisory Groups to EM Clubs and Petty Officers' Mess operations meet on a regularly scheduled basis and submit their comments and recommendations to the commanding officer for consideration.

Correspondence concerning personal matters may be directed to the Master Chief Petty Officer of the Navy, Pers 003, Bureau of Naval Personnel, Washington, D. C. 20370. Such correspondence should generally be concerned with suggestions, ideas, recommendations, and requests for information on various enlisted programs.

THE BULLETIN BOARD

Adak Duty: It Can Be Vigorous, Rigorous, Rewarding

WHEN ADAK RESIDENTS want to commune with Nature they may, if they wish, take a trip to the Adak National Forest. This is a grove of evergreens planted by the Navy in the mid-forties. Some of the mightier giants have now reached a height of four feet.

As Adak is somewhat off our regular beat, we can't swear to the existence of the Big Woods, but that's what our friends at the Adak Naval Station tell us in their latest report on living conditions aboard the Navy's Aleutian outpost. Here's the way they see it:

Adak is an island of the Andreanof Group, located in the southernmost part of the Aleutian Chain. It is about midway between Seattle and Tokyo on the great circle route.

The country is rugged and mountainous and, although the island is covered with grass, it has no trees except those mentioned above. There is neither a native population nor a civilian settlement or village on the island. The island is populated exclusively by about 4500 military and federal employees and their dependents. The naval population consists of the Naval Station and its tenant commands, the naval communication station, the naval facility and the Coast Guard Ioran station.

Adak originally was established as a naval operating base for the Aleutian campaign during World War II and today supports patrol squadrons and search and rescue vessels and aircraft. It celebrated its 25th birthday in August 1967.

According to those who have been in both places, you'll find many colder spots in CONUS than you will in Adak. Cooled by the Bering Sea and warmed by the Japanese current, Adak's mean temperature is 41° F.

The mean temperature ranges from a low of 34 degrees during the winter season (January, February, March) to a high of 49° during the summer season (July, August, September). Summer maximums rarely reach 65°, while the winter mini-

mum seldom goes below 20°. (At the time this is being written in balmy Washington, D. C., the official weather bureau temperature is below freezing and getting colder. Were the *Adak Sun* to publish a living conditions on us, it could warn its readers of the extreme climatic variations to be encountered).

However. Annual precipitation averages 69 inches and you'll run into snow or rain two out of three days a year. Snow and sleet flurries are frequent, but heavy snow does not remain in the base area. Broken clouds or overcast 90 per cent of the time.

The most uncomfortable part of Adak's weather is the wind. Although the annual average wind velocity is 13 knots, gusts of more than 60 knots have been noted at one time or another, during every month of the year during storms.

Roads and Transportation—There are approximately 125 miles of roads on the 25- by 35-mile island. The main complex of the naval station, including all the housing areas, has about 17 miles of paved roads. The roads to the outlying parts of the naval station are unpaved, in fair to

I. W. Crupper, AMH2, USN



"I don't care what he did before he joined the Navy—that's not the way to make a highline transfer!"

poor condition.

Shuttle bus service is available during normal working hours with regular routes through the housing areas and the main points of activity at the base. Bus runs are also made on weekends and holidays to various recreation areas.

All children are bussed to and from school.

Housing—Note: Reports on housing are subject to change and the information printed below may well have been revised by the time you read this or by the time you receive your orders to Adak. With these reservations in mind you may find this report on housing and other information on living conditions helpful. However, check with the Family Services Center nearest you when you receive your orders to your next duty.

Government Housing—The housing is above average for an overseas base, and consists of duplex units with two, three or four bedrooms per unit.

Married personnel in pay grades E-4 (with more than four years' service) and above are eligible for government quarters.

Concurrent travel is authorized for lieutenant commanders and above and for E-8s and E-9s.

Officer and enlisted waiting lists are maintained separately and waiting time is determined by a point system which is calculated on seniority and time aboard.

BAQ is forfeited while you are occupying public quarters.

Furnishings—You'll find these items of furniture in your government quarters:

Living room: Sofa, lamps, end tables, upholstered chairs, occasional chairs, a coffee table, bookcase, desk and rug.

Dining room: Dining table, chairs, one china closet or buffet, and rug. Some of the smaller quarters have a dinette instead of a dining room.

Bathroom: Complete bath facilities including tub and shower. Shower curtains are not provided. Some of the larger quarters have one and one-half baths.

Bedrooms: One double bed or twin beds, one chair, chest of drawers, one vanity in master bedroom, a night stand, double dresser, large mirror and rug. Pillows and bedroom lamps are not provided.

Laundry: A washer and dryer. In some quarters, washers and dryers are shared by two families.

Kitchen: Electric stove and refrigerator.

Shipment of Personal Property— Because of the lack of storage space, it is not possible to furnish storage for either government-owned or personal furniture, goods or appliances except in the quarters themselves.

All items you bring must be stored in your own quarters and no government furniture allotted to these quarters may be removed. Most families consider that there is not enough room for both a freezer (preferably upright model) and an automatic ironer, although some find room for one or the other (usually in a bedroom). Couples without children can plan on having some extra space in the spare bedroom.

It is generally agreed that room can be found for one or more of the following items: Sewing machine, vacuum cleaner, record player, tape recorder. Bring along sleds and bikes, but not ice skates, for the kids.

Personal furniture and appliances which are similar to government furnished items, and other items for which you will not have room should be placed in storage in the States. This storage is furnished at government expense.

A limited quantity of china, kitchen utensils and bedding is available until your own arrives. Bring along table silver, curtains, linens, ironing board, wastebaskets, table china, vacuum cleaner, radio (short wave is useful), plus pictures and knickknacks. Don't worry about lawn mowers and garden tools. Some optimists bring outdoor barbecue grills.

Dependents' Travel—When you receive orders for Adak, you will have to decide whether the family

J. H. Paoli, IC1, USN



"Ah, here it is . . . blood tests, page 39."

will make their home there with you or will remain in the States during your tour. A tour is now 18 months with dependents, 12 months without.

If you are not going to move your family to Adak, you will probably be eligible for Family Separation Allowance. See the personnel officer when you arrive. See your current personnel officer for details of eligibility to draw Dislocation Allowance and shipment of HHE if you intend to relocate your family.

If you do plan to move your family to Adak, ask your command to request entry approval and concur-

This Trip Can Be Costly

The bizarre and often fatal effects of the drug compound lysergic acid diethylamide—LSD—are discussed in a 97-minute lecture-on-film produced by the Bureau of Medicine and Surgery.

Using a chalk board and other graphic aids, Commander Walter F. Miner, MC, USN, outlines the history, use and effects of LSD, and makes it clear that BuMed believes anyone who has taken the drug could become insane long after the immediate effect, or "trip," has ended.

Appropriately titled "LSD," the film was shot in color at Pearl Harbor, Hawaii. Dr. Miner has since been assigned to residency training in public health at the NROTC unit, Berkeley, Calif.

Prints of the movie have been distributed to naval district libraries and training commands, with additional prints to be made available Navywide.

rent travel for your dependents. Address the letter or message as indicated in BuPers Inst 4650.14 series and provide necessary information in the format indicated in that Instruction. Approval or denial and further information will be forwarded. When entry approval is granted, arrange for shipment of HHE. In general, you will be authorized three shipments:

- An express shipment of approximately 1000 pounds. Include items such as blankets, linen, silverware, shower curtains and the like that you will need immediately upon arrival.

- A freight shipment to Adak. Include the balance of your small appliances, extra clothing and other household goods.

- A freight shipment to non-temporary storage. Include furniture and items not required during your tour in Adak.

The express shipment should be made available to the packers as soon as possible after you receive information that travel to Adak is authorized. You are strongly advised to make use of the Household Goods Shipping Office nearest you to determine which moves and shipments are authorized at government expense and which shipments must be paid by you. By and large, you'll find such offices most eager to help.

If concurrent travel is not granted, you will be placed on a waiting list for government quarters at your request after you arrive in Adak.

You may then submit an Application for Transportation of Dependents (DD Form 884) to the Commandant, 13th Naval District, via the Commandant, 17th Naval District. After you advance high enough on the housing list to become eligible for assignment, Com13 will be notified by message. Com13 will then take necessary action to provide transportation for your dependents. They will travel from Seattle to Adak via commercial air. Bear in mind that only 66 pounds of baggage is allowed per person.

Autos—If you have a family you need an automobile and, under any circumstances, a car is highly desirable. Climate and roads being what they are, choose one that has a minimum of chrome and gingerbread, and be sure that it is in good

As summer is comparatively cool and the winters only moderately cold, the over-all emphasis should be on water- and wind-repellent fall weight clothing. A warm overcoat or parka is almost a must. So are heavy-soled shoes, raincoats, galoshes and headgear.

Heavy clothing is not really needed for daily living routine, but outdoor activity makes it advisable to bring woolen suits, sweaters, heavy garments, mittens and gloves. At the other end of the scale, your wife may want to bring summer clothes, slacks, swimming suits and hats. There are occasional formal parties.

Mail order service from the Washington-Oregon area is available and widely used. Shipping time approximates four to six weeks.

Employment for Dependents—The naval station employs dependents in a variety of clerical positions under Civil Service. Contact the Industrial Relations office. There are also jobs in the retail sales store, laundry and child care center of the Navy Exchange and Special Services.

Off-Duty Air Travel—Military personnel, civilian employees and dependents are authorized space-available travel on MAC and government aircraft to and from Anchorage once each quarter. You must be in a leave status and your dependents may not travel without you. Occasionally, round trips to Japan are available, but only one trip every 18 months is permitted.

Navy Exchange and Commissary—The customary amenities are maintained. The Navy Exchange operates two retail stores, a tailor shop, cobbler shop, two snack bars, barber shops, beauty shop, laundry and dry-cleaning plant, a garage and service station, EM clubs at the naval station and communications station. Radio, TV and watch repair service is available. There is also a liquor package store.

Canned and frozen produce and dairy items are always available at the commissary. However, some fresh produce and dairy products are available although in limited quantities because of the long shipping time, and biweekly ship arrivals. Prices are about the same as those

Joseph P. Fitzgerald, RM1, USN



"How are your karate lessons coming, Sir?"

A child care center for children from six weeks old to six years old is available five days a week. Evening baby-sitters are also available.

A Teen Club for youngsters between the ages of 13 and 19 is maintained. The club has snack bar facilities, a juke box and, on occasion, live music. It is self-supporting and collects membership dues.

Recreation—Adak maintains a wide range of recreational facilities. Special Services has issue equipment for basketball, softball, badminton, boxing, skiing, skeet shooting, hunting, fishing and horseshoes.

There is an indoor swimming pool, a 23,000-volume library, and a theater which offers two shows nightly and weekend matinees. An indoor rifle and pistol range is available as well as an outdoor rifle and skeet range.

Boating is popular during the summer months at Lake Andrews and a

Charley Wise, HMCS, USN



"What sign?"

picnic area has been established near the boathouse. Two bowling alleys (eight and 10 lanes), a roller skating rink, gymnasium and an indoor golf driving range open further choices. Special Services facilities provide for auto repairs, photography, ceramics, leather work, model building, and rock cutting and polishing. There is a scuba diving club and a square dancing club.

Churches—Religious services are held regularly by a Protestant and a Catholic chaplain. Programs of religious education, adult and children's choirs, youth fellowships and other chapel activities include the whole family. Jewish personnel are served through a program of lay leadership and by visits from an Air Force rabbi from Elmendorf AFB, Anchorage. Church of Christ and Latter Day Saints services are also held.

Hunting and Fishing—Game consists of caribou, ptarmigan, geese, ducks, and seal. Fishing is fair to good, with salmon and trout fishing very popular. Recreational leave may be taken to the mainland where you will find plenty of hunting and fishing.

Medical—Although adequate facilities are available for routine medical care, obstetrics and emergency surgery for your dependents, there are no medical specialties available except for general surgery. Major elective surgery is not performed. Laboratory tests and drugs are also limited.

To obtain specialized care, it is necessary for patients to travel 1200 miles to Anchorage and dependents may be liable for the cost of their own transportation.

Dependents who wear glasses with corrective lenses are advised to have a current eye examination and bring extra pairs of glasses or make arrangements for replacements.

All dependents must have medical clearance from the Naval Station before entry approval can be granted. This can be done by forwarding a medical history and medical and dental examination forms for each dependent. These forms may be obtained by writing to the Medical Officer, U. S. Naval Station, Box 11, FPO Seattle 98791.

Dental—Dependent care is limited to emergencies and necessary dental maintenance. Missing teeth need not have been replaced with prosthetic appliances; however, the dental department will not be able to provide this service.

An orthodontist from Elmendorf AFB periodically visits Adak for consultation and adjustment of orthodontic appliances that are already being worn. However, this arrangement is temporary and cannot be depended upon as a continuing service.

Leave—Leave will be granted whenever possible. Military personnel are permitted to travel via MAC and government aircraft on a space-available basis. However, proof of financial ability to travel by commercial aircraft may be required. Commercial travel, round trip, between Adak and Seattle costs \$270 (military standby).

Schools—Adak is part of the Alaska On-Base school system, which means that the schools are located on military bases and are operated by the state of Alaska. They are not connected with the military overseas school system.

On each base there is a local superintendent who has administrative supervision. Teachers are certified by the state department of education in Juneau, as are all teachers in Alaska.

The Adak school is physically and administratively divided on a 7-6 plan, with a school enrollment of about 600. The upper six grades are housed in a new addition which includes a gym, shop and laboratories.

The elementary grades are housed in an older building next to the new wing. Most students eat lunch in the school cafeteria. Students do well on standardized tests as a rule, testing somewhat above the national average in most areas. Elementary teachers average about 25 pupils per class; junior high about the same; and high school, somewhat less.

Standard courses are offered in the upper grades, although the small enrollment limits the elective offerings. Graduation requirements meet the Alaska minimum.

Parents of high school students are encouraged to write to the Adak

Joseph P. Fitzgerald, RM1, USN



"As I was typing your seventh rough draft, I noticed there was a word on page two and another on page six that you didn't change."

School, Box 34, FPO Seattle 98791 for further information.

Dependent Teachers—There is no policy in effect restricting the hiring of dependents as teachers. However, applicants must qualify for an Alaskan teaching certificate before being offered a contract.

For more information and application forms write to the Adak school superintendent or to the Director,

Alaska On-Base Schools, Pouch 7019, Anchorage, Alaska 99501.

Welcome to Adak.

Replenishing the Pac

SERVAC mobile support ships completed a busy year of replenishments in Western Pacific during 1967.

Their nearly 9200 transfers constitute a marked increase over 1966's total of 7514 underway replenishments and is more than the command has achieved previously in any of its 26 years.

Three other records were also set during 1967—transfers of ammunition, provisions and ship fuel. On the other hand, 1966 was the big year for general consumables, spare parts and jet and aviation fuel.

Ammunition unreps reached 117,893 short tons; 26,250 short tons of provisions were highlined and 442,008,000 gallons of fuel oil went through the hoses in 1967.

Stores figures finished at 9278 tons, 22 tons less than 1966. Not quite 147 million gallons of jet fuel went to carriers in the South China Sea, 10 million less than in 1966.

The Service Force is the primary naval logistics command of the Pacific Fleet. It is composed of 60,000 men attached to 124 ships of 24 different types, 26 major shore facilities and 11 MCBs.

WHAT'S IN A NAME

NROTC, Jr.

The interest of young people in the sea, seamanship and the Navy has been demonstrated over the years by growing participation in "junior Navy" programs such as the Sea Explorers, Sea Cadets, Shipmates and Mariner Girl Scouts. One of the newer programs for Navy-minded youngsters is a high school version of the Reserve Officer Training Corps.

Established under the ROTC Vitalization Act of 1964, Junior NROTC training is now included in the curriculum of many public and private secondary schools throughout the United States.

Young men who participate in the program and complete three academic years (96 hours each) of instruction may be granted a one-year waiver of NROTC instruction when they enter college. Those who do not go on to college may be eligible for special advancement considerations if they decide to enlist in the Navy.

Junior NROTC training emphasizes academic achievement, fitness, appearance and conduct, and includes classroom subjects in naval orientation and seamanship, oceanography, astronomy, meteorology, navigation and piloting. The units are staffed by retired Navymen approved by the Chief of Naval Personnel for employment as instructors. The Navy and the schools share in instructor salary expenses.

Students are showing considerable interest in the Junior NROTC. For example, more than 200 young men at St Joseph's Regional High School in Montvale, N. J., were eager to join the unit established at their school this year.

Since 1966, when the first four Navy units were established at schools in Texas and Louisiana, the program has expanded to 39 units already organized, with 32 others planned for the next school year. Long range plans call for 275 Junior NROTC units by July 1971.

Navy Prep School Can Be Start of Your New Career

EACH YEAR, the Secretary of the Navy may appoint 85 men from the Regular Navy and the Marine Corps to attend the U. S. Naval Academy. An additional 85 members of the Naval and Marine Corps Reserves (including those on inactive duty) may also be appointed.

These men are nominated by their commands after a thorough screening process. Those who are ultimately selected must first meet the Academy's entrance requirements and earn an acceptable score in a competitive examination.

To prepare its men for the examination and to refresh them academically for the Academy's requirements, nominees from the Regular Navy are normally sent to the U. S. Naval Preparatory School at Bainbridge, Md.

Attendance at the preparatory school is not compulsory for members of the Naval and Marine Corps Reserves. Nevertheless, Reservists who attend the prep school have a better chance of success in the Naval Academy competition.

This year, the preparatory school will convene on 28 August and courses will continue through May 1969 for students who seek admission to the Naval Academy the following June.

Applications for the Naval Academy (and the preparatory school) are being solicited throughout the Navy—including service school and recruit training commands. In fact, recruits and other relatively new Navymen are especially encouraged to step forward.

Applications for a SecNav appointment to the Naval Academy and the U. S. Naval Preparatory School must be submitted to the Officer in Charge, U. S. Naval Preparatory School, Bainbridge, Md. 21905. Most of the applications must be submitted by 1 May.

Enlisted men who receive Presidential or Congressional nominations to the Naval Academy or who were nominated because they are sons of a deceased or disabled veteran or a Medal of Honor recipient can apply for admission to the prep school as late as 1 August.

Commanding officers of applicants for SecNav appointments will inter-

view these men on most points concerning their eligibility. Later, they will be interviewed by a board which evaluates motivation, educational eligibility and other factors before recommending enrollment in the prep school.

Qualifications for enrollment in the prep school and later admission to the Naval Academy require that men competing for SecNav appointments be U. S. citizens who enlisted before 1 Jul 1968, and are between 17 and 19 years of age on that date. The combined GCT/ARI score of prospective students cannot be less than 120.

Appointees must be of strong moral character, strongly motivated toward a career as a naval officer and must never have been married.

From a physical standpoint, candidates are required to have, among other qualifications, 20/20 vision, although those who are outstanding may be accepted with 20/40 vision, provided it is correctable to 20/20. Visual deficiency, however, must be formally waived before a man will be admitted to the Naval Academy—regardless of his abilities.

Academically, prep school students who are appointed to the Naval Academy must have at least 15 acceptable college preparatory units, four and one-half of which may be earned at the prep school. Students must have earned at least a C in a course if the credit is to be acceptable.

Other academic requirements call

for three or more units of English and a minimum of two units of college preparatory math.

Navymen selected for the 1968 prep school class must have at least two years of obligated service on 1 Jul 1968. Prep school graduates who enter the Academy also must have at least two years of active obligated service on 1 Jul 1969.

Enlistments or active duty extension agreements, of course, are acceptable when needed to comply with this requirement, and such agreements may be executed for periods of less than one year.

BuPers Notice 1531 of 19 Jan 1968, which contains information on the SecNav nomination for the U. S. Naval Preparatory School and the Naval Academy, has a word of advice addressed to the Navymen selected to attend the prep school: Apply also for Congressional nomination after selection to the prep school. Such a nomination will improve admission opportunity.

When a man enters the prep school, \$37.50 is withheld from his monthly pay to ensure that he will have the \$300 required for entry to the Academy. Advances in pay before transfer to the prep school, therefore, are not recommended.

Another suggestion for the prospective prep school students—have a positive leave balance upon enrollment, so that normal or emergency leave requests may be approved. Candidates are not allowed to have a minus leave balance upon admission to the Academy.

As mentioned before, BuPers Notice 1531 of 19 Jan 1968 has complete information concerning nomination of candidates for the Naval Academy program and the U. S. Naval Preparatory School.

Enclosures to this Notice include:

- A sample format for a letter of application.
- A sample format for C. O. endorsement.
- A guide for use by the interview board.

This enclosure is of particular interest to applicants who want an advance notice concerning factors for which the board is looking.

● Sample letter requesting a transcript is also included.

Charley Wise, HMCS, USN



"I hope you won't be disappointed with duty in Shore Party."

Service Lapel Button and Service Flag Authorized For Family Members

A service lapel button and service flag were recently authorized by the Department of Defense for display during hostilities by members of the immediate family of active duty service men and women. A service flag was also authorized for organizations having members on active military duty.

The design for the service lapel button is basically the same as was authorized during World War II—a blue star on a white field surrounded by a red border.

The lapel button is rectangular, measuring three-sixteenths by three-eighths of an inch. Only one blue star will appear on the lapel button regardless of how many members of the wearer's family are on active duty.

The gold star lapel button historically worn by immediate family members of servicemen who died while on active duty during hostilities is still authorized. Persons eligible to wear both the blue and gold star lapel buttons may wear them simultaneously for two different family members. A gold star is not authorized as part of the service lapel button.

The service flag is similar to the lapel button in design, shape and color. It may be displayed horizontally or vertically in such places as a window or from a staff by the immediate family members of active duty servicemen or by organizations having employees or members on active duty.

One blue star for each military family member is authorized on the family flag. A gold star of smaller size is superimposed on the blue star to indicate family members who died on active duty during hostilities.

Blue stars on a family flag will be arranged with one point up; one above the other when the flag is in a vertical position. Smaller gold stars, if used, should be superimposed beginning above the blue star or next to the flagstaff end if displayed horizontally.

Organizations displaying the service flag to honor employees or members on active duty will have only

one blue star designating members in the service and one gold star with a blue border for deceased members. The appropriate arabic numeral will be placed under each star. The gold star, if used, should be closest to the flagstaff.

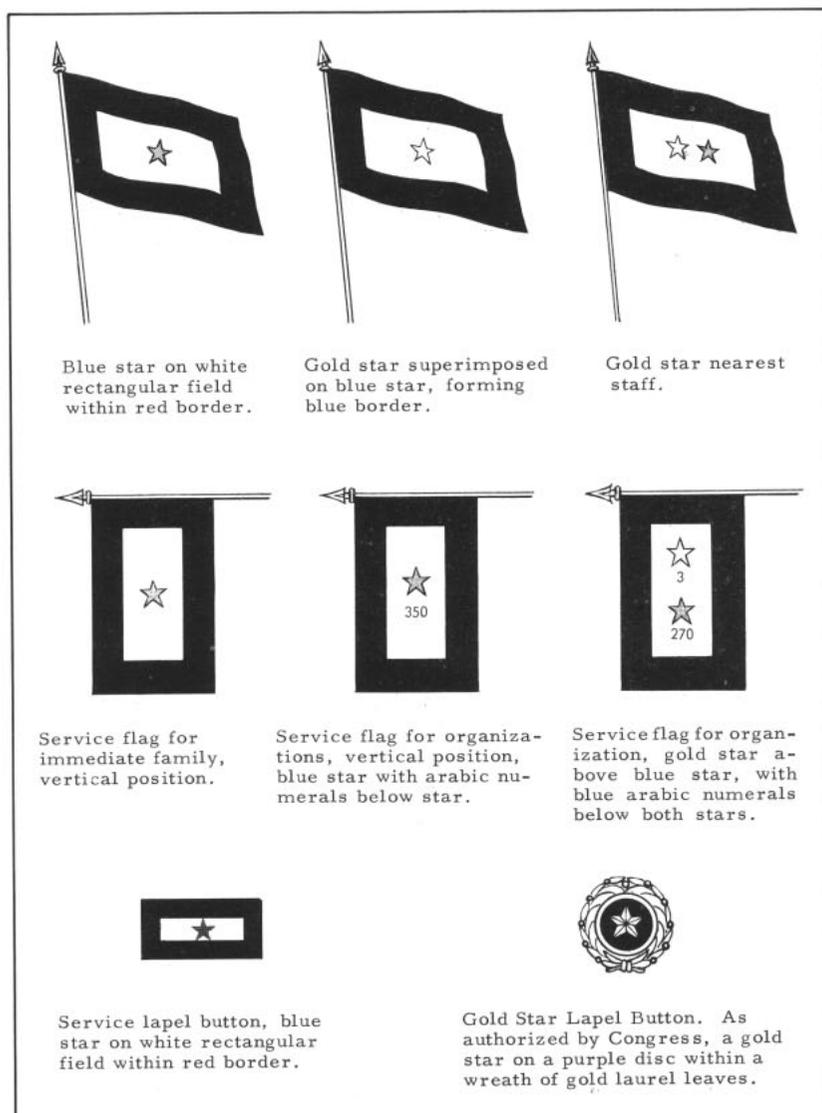
The service flag should be shown respect similar to that shown the flag of the United States. It should not be employed in advertising or as an article of clothing and the flag's design should not be used on such disposable items as boxes and paper napkins.

When the service flag is flown from the same staff as the United States flag, it may be equal in size to but not larger than the U. S. flag

which, of course, should occupy the position of honor.

The Department of Defense defines members of the immediate family entitled to wear the service lapel button and to display the service flag as including the wife, husband, mother, father, stepmother, stepfather, parents through adoption, foster parents who stand in loco parentis, children, stepchildren, children through adoption, brothers, sisters, half brothers and half sisters of men and women on active duty during a period in which the United States is engaged in hostilities.

Organizations which may display the service flag include churches, schools, colleges, fraternities, sorori-



ties, societies and places of business with which the member of the armed forces was or is associated.

Both flags and lapel buttons will be produced by manufacturers licensed by the Department of Defense and the design and color of the products will be in accordance with DOD specifications. Both the lapel button and the flag will soon be available through commercial sources.

The flag and the lapel button are authorized for use only during a period of hostilities in which the United States is engaged. The service men and women represented by the stars on the service lapel button and service flag must be serving on active duty during the period of hostilities in which the flag is displayed and the lapel button is worn.

Flying Cook

Utterly fascinated, Commissaryman First Class William H. Johnson listened to the table talk of the UH-1B Huey gunship crewmembers. Man, that was really living!

It took only two months after he arrived in Vietnam for Johnson to decide he wanted a piece of the action, too. Mess hall duty at Vung Tau headquarters appeared pretty tame after hearing the stories told by members of Light Helicopter Squadron Three (HAL 3).

The first step was a request for duty with the HAL 3 maintenance crew. The answer was a firm "No." Not qualified. No experience.

He didn't like it at the time, but today Johnson is the first to admit that the powers-that-be were right. So he started hanging around with the Huey line crews during his off-duty hours.

"When they saw I was really in earnest, I had about 15 guys in various aviation fields helping me, and for a solid month I learned everything I could about the HU-1B."

He then took the plane captain test, passed it, and again requested transfer from the mess hall. This time it was granted.

Working with Hueys at the headquarters base, Johnson occasionally flew out of Vung Tau. However, what he really wanted, he said "was to fly combat patrols with one of the seven detachments out in the field."

Johnson's ambition here was tem-

porarily frustrated. Although he had not been through gunnery training or aerial observation school, as had the other air crewmen, he said he "kept working and did a lot of talking." Finally, he was given a chance to fly with Detachment Four, which is comprised of two Huey gunships and four flight crews operating from a modified LST.

Johnson proved to be one of the squadron's best gunners and target spotters, and was soon accepted as a full-fledged Huey crew chief.

Before a flight, he checks the aircraft from one end to the other. He goes over the hydraulic, fuel, weapons and electrical systems, and examines the skin for structural damage.

During a mission, Johnson is stationed at the Huey's open left door. He flies between 60 and 80 hours a month.

Working outside his commissaryman rate is not new to Johnson. During a tour with the Seabees, he spent his off-duty hours learning to drive heavy construction equipment.

Before arriving in Vietnam last May, Johnson served with the Atlantic Fleet Lorac Support Team and helped set up navigation aids for shipping.

However, Johnson insists that he'll never change his rate. "I've always liked to keep busy and try different things, but I like being a cook. At least I know where my next meal is coming from."

—Tom Walton, J01, USN.



COPTER COOK — Commissaryman First Class William H. Johnson, makes morning check to be sure UH-1B Huey helicopter is ready for mission.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Rosie (WS) (C): Comedy Drama; Rosalind Russell, Sandra Dee.

In the Heat of the Night (C): Drama; Sidney Poitier, Rod Steiger.

You Only Live Twice (WS) (C): Melodrama; Sean Connery, Akiko Wakabayashi.

The Spy in the Green Hat (C): Mystery Drama; Robert Vaughn, David McCallum.

Cool Hand Luke (WS) (C): Drama; Paul Newman, George Kennedy.

Robbery (C): Melodrama; Stanley Baker, Joanne Pettet.

The Hostage (C): Drama; Don O'Kelly, Dean Stanton.

The Hills Run Red (WS) (C): Western; Thomas Hunter, Henry Silva.

Hour of the Gun (WS) (C): Western; James Garner, Jason Robards.

Last of the Renegades (WS) (C): Western; Lex Barker, Anthony Steele.

A Man For All Seasons (C): Drama; Wendy Hiller, Paul Scofield.

The Mummy's Shroud (C): Melodrama; Andre Morell, John Phillips.

The Ballad of Josie (WS) (C): Comedy Western; Doris Day, Peter Graves.

Games (WS) (C): Drama; Simone Signoret, James Caan.

Bonnie and Clyde (C): Melodrama; Warren Beatty, Faye Dunaway.

The Destroyers (C): Adventure Drama; Richard Egan, John Ericson.

Maroc 7 (WS) (C): Melodrama; Gene Barry, Elsa Martinelli.

Gentle Giant (C): Drama; Dennis Weaver, Vera Miles.

The St Valentine's Day Massacre (WS) (C): Melodrama; Jason Robards, George Segal.

Matchless (C): Melodrama; Patrick O'Neal, Ira Furstenburg.

Project Transfer: Guideline from Military to Civilian Life

GUIDING honorably discharged servicemen into civilian employment is a concern shared by the President, the armed services and agencies of federal, state and local governments.

The most concerned of all, of course, is the serviceman himself. He wants to know what civilian jobs are available and whether he is qualified for the job he seeks. He also wants to know where the jobs are and how he can get one.

When it comes to locating a civilian job, Navy men are fortunate because most Navy-acquired skills have a direct application to civilian occupations. What's more, Navy ratings can easily be equated to civilian jobs simply by consulting the Labor Department's *Dictionary of Occupational Titles*.

Despite this primary advantage, Navy men entering civilian life frequently are uncertain concerning the kind of work they should do, what jobs are available, the training and education they need and how to acquire this education and training.

To provide guidance for men facing these problems after separation, the Navy has established a program appropriately called Project Transition.

Under the program, short-timers from Fleet units and overseas bases can be transferred to one of 14 transition sites (see box) from 10 to 90 days before their active obligated service expires.

Navy men returning from Vietnam with six months or less of obligated

service remaining may receive training at a transition site for as much time as they have left.

The process of becoming a Transition Trainee begins six months before the end of a man's obligated service when he is interviewed concerning his intention to reenlist.

Those who select separation rather than continued Navy service will then be interviewed concerning their need, as civilians, for further education and training. Consideration will also be given to selecting a domicile where employment is available.

During their interviews, transition counselors can ascertain the departing Navyman's need for education and training to suit him for a civilian job.

The Navyman also learns things from these interviews. He learns, for example, what training is available at transition sites and about training offered by industry, business and labor organizations at or near the place he selects as his post-service home.

Before being discharged, each Navyman will also learn, through counseling, what benefits are available to him through GI legislation and how he can obtain these benefits.

His counselors will also show him what employment opportunities exist throughout the United States and inform him of placement services available through the U. S. Employment Service as well as other public and private employment organizations.

Although all about-to-be-separated Navy men will receive counseling and job referral services, selection for training at a transition site will depend first upon whether a man wants the training. If he does, he will be given a priority (see box) and measured for aptitude and interest, after which his place of civilian residence will be considered in relationship to the availability of employment. The kind of training and/or education he needs to acquire the job he wants will also be considered.

Men ordered to a transition site will be scheduled for training at existing Navy facilities or under the auspices of public and private agencies.

On-the-job training will be em-

ployed ashore when a direct relationship exists between a Navy skill and its civilian counterpart occupation. Formal Navy school courses will also be used to instruct men in civilian skills provided there are quotas available.

In subjects where there is insufficient demand to start a class, self-paced learning will enable trainees to study on their own time.

In many occupations, there is such a great demand for workers that federal, state and local governments provide free training. The Department of Health, Education and Welfare, for example, trains men for occupations which Department of Labor surveys indicate are in great demand.

When the Department of Health, Education and Welfare or state agencies find that military training programs are not geared to meet civilian job requirements, it furnishes instructors and courses to build upon Navy training, thereby satisfying the standards demanded by specific jobs in the civilian economy. This, however, depends upon funds being made available for such purposes and coordination with the Department of Labor.

Getting a job is, of course, the most important consideration for the recently discharged Navyman and Project Transition has a number of contacts which offer employment.

For example, the Post Office Department, the Civil Service Commission and the civilian personnel

Billups E. Lodge, CDR, USN



"It's just my luck that it was my billet that had to be civilianized."

Melville C. Murray, LT, SC, USNR



"Now this is what I call civilian substitution!"

agencies of the military department all maintain surveys to determine vacancies which former servicemen can fill.

The Navy is emphasizing education for its departing men and Project Transition will provide a man's last chance at Navy education before separation.

For those having the qualifications to enter college, last-minute Navy education is less important than to those without a high school diploma or a high school equivalency certificate (GED).

The reason is simple. The man who has GED qualification or a high school diploma before his discharge can better exploit the educational opportunities offered through the GI bill.

Completion of Navy correspondence courses will help strengthen skills acquired by departing Navy-men regardless of their formal education background.

The entire training program of Project Transition will be tied directly to placement. Skills are in demand and nobody will be trained for a job that does not exist.

Navy-men making the transition from military life today have the advantage of doing so in an era of prosperity when there are plenty of jobs available for trained men—with emphasis on the word trained.

Project Transition furnishes a final opportunity to Navy-men who feel they are insufficiently prepared for the civilian employment market to achieve the civilian skills they need before being discharged. Responsibility for entering the Transition Program, however, lies strictly with the Navyman who is about to be separated from the service.

The first transition sites have been distributed throughout the country to accommodate the most Navy-men possible. The present sites are located at:

- NavSta Washington, D. C.
- NavSta Newport, R. I.
- NavSta Philadelphia, Pa.
- NavSta Norfolk, Va.
- NavSta Charleston, S. C.
- NAS Jacksonville, Fla.
- NavSta Key West, Fla.
- NTC Great Lakes, Ill.
- NavSta San Diego, Calif.
- NavSta Long Beach, Calif.
- NavSta Treasure Island, Calif.
- NSC Puget Sound, Wash.
- NAS Pensacola, Fla.
- NAS Corpus Christi, Tex.

As mentioned before, Project Transition is voluntary. No Fleet or overseas personnel will be ordered to a site for training unless he applies for the program and is eligible to be separated under honorable conditions.

Navy-men seeking official guidelines concerning transfer to Project Transition can find them in BuPers Inst 1510.106, paragraphs 1d and 2. This reference applies to men who are based at shore installations within the United States.

Article C 10317 of the *BuPers Manual* contains guidelines for transferring a man more than 10 days before his separation.

Several factors will affect the amount or type of formal training received by transition trainees. A priority system has been established to screen those most in need of formal training. Preference will be given to men who:

- Were disabled in combat operations.
- Are not eligible to reenlist.

• Entered the service with no civilian skill and did not acquire a military skill which may be related to a civilian occupation.

• Have a civilian related skill and desire to upgrade this skill.

• Wish to change existing civilian related skill.

All transition trainees will be interviewed and counseled and transition counselors will provide training job referral information before separation. Each person also will be assisted in preparing a resume for job referral usage.

New Home for Finance Center

The Navy Finance Center has moved from its old headquarters in downtown Cleveland, Ohio, and is now located in Cleveland's New Federal Office Building. If you wish to contact NFC, you should use the new address or appropriate telephone number as follows:

Correspondence—

Commanding Officer
Navy Finance Center
New Federal Office Building
Cleveland, Ohio 44199

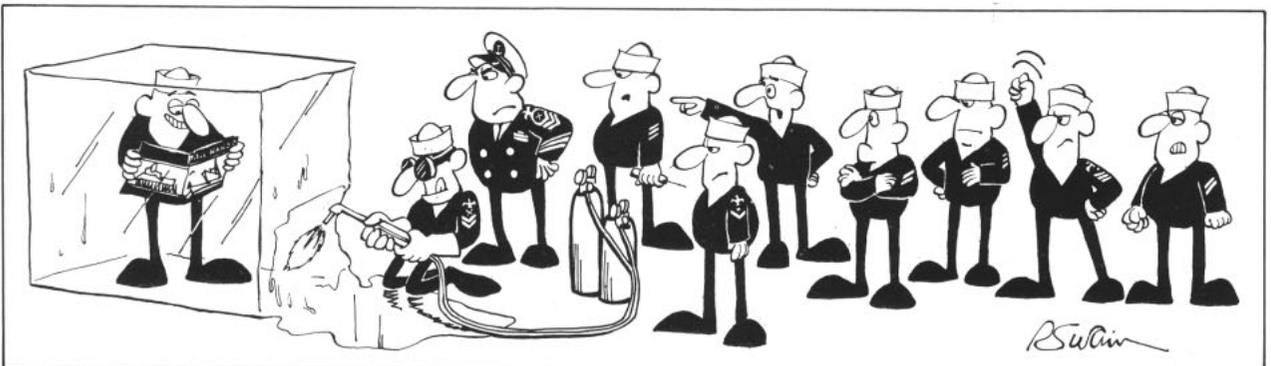
Telephone (Area Code 216)—

Allotment or Bond Information—
522-5705 (Autovon Code 232-5705)

Naval Reserve Drill Pay Information—
522-5519 (Autovon Code 232-5519)

Retired/Retainer Pay Information—
522-5530 (Autovon Code 232-5530)

The Finance Center provides many financial services for Navy-men and dependents. On request, NFC processes allotment checks for family support, savings bond purchases, insurance premiums and savings accounts. During a recent one-year



DON'T ICEolate that copy of ALL HANDS Magazine. Remember it is intended for 10 Navy readers—so pass it on.

period, NFC had more than one million accounts and processed checks in amounts totaling over \$1.5 billion.

The Center also audits financial reports from ship and overseas activities, pays annuities, settles claims for arrears in pay, collects for overpayments and pays retired Navymen and Fleet Reservists. In addition, NFC regularly examines the records of ship and station disbursing offices. The Center has a staff of approximately 900 officers, enlisted men and civilians.

Twin Palms Has New Look

The Twin Palms, a Senior Petty Officers' Mess (Open) at the Naval Station Annex, San Juan, Puerto Rico, has been recently reopened after a complete rehabilitation. Many patrons have called it one of the finest such club facilities in the Caribbean.

This club, which serves personnel of all services in pay grades E-5 through E-9, is operated under the regulations of the Bureau of Naval Personnel.

The traditional ribbon-cutting ceremony to open the club was a joint effort. The ribbon was cut by the commanding officers of San Juan Naval Station, the Marine barracks, and the U. S. Army Forces Southern Command, Puerto Rico.

The Twin Palms accommodates 600 persons and has a staff of 28. In addition to two club pubs, there is a Windjammer dining room, and a Hidden Harbor party room.

Standing Room Only

Many bachelor Navymen and not a few of their shipmates who are family men crowded into *uss Wright's* (CC 2) crew's lounge recently to hear about the goals, responsibilities, and problems of married life. The big communications command ship's extensive education program was recently expanded to include this form of counseling.

Following opening remarks by the ship's commanding officer, a Reserve chaplain on two weeks' active duty opened the series of five presentations with the topic, "Problems Encountered in Teenage Marriages."

The great interest he sparked was evident in the second day's attend-

Leroy E. Jones, LTJG, USN



"... and then he said, this is port side, see?, you can see the port!"

ance for the topic, "Goals of Marriage." The second talk also was delivered by a Reserve chaplain.

The ship's chaplain discussed marriage problems applicable to personnel on duty in the Navy. Next in the series was a talk by the ship's medical officer on physical aspects of marriage. This was followed by *Wright's* supply officer, with a report on financial affairs in marriage.

It's New: Meritorious Unit Commendation

• **MUC**—A growing number of ships and other units active in Southeast Asia have received the Meritorious Unit Commendation, an award established last year to recognize valor and meritorious performance under either combat or non-combat conditions.

The MUC joins the Presidential Unit Citation (PUC) and Navy Unit Commendation (NUC) as authorized unit awards and, for precedence, ranks immediately below the NUC.

Generally, those persons permanently assigned or attached to the unit and who were actually present and participated in the action for which the unit was commended are entitled to wear the MUC ribbon bar of green, yellow, blue and red stripes. In keeping with the other unit awards no medal is authorized for the MUC.

Recent changes to the *Awards Manual* give details on MUC eligibility, award authority, and related administrative procedures.

It is awarded as follows: "In the name of the Secretary of the Navy

A goal of the series is to make young Navymen more aware of the privileges and responsibilities of marriage, and to assist older married petty officers in the counseling of the younger men.

A similar series of premarriage counseling lectures was held aboard *Wright* last February. It was so successful that the CO decided to offer another clinic of the same nature. And if "standing room only" is any indication of the success of anything, this series may have to be offered again in the near future.

NUC for VP 22

Patrol Squadron Twenty-Two (VP 22) has been awarded the Navy Unit Commendation for antisubmarine warfare operations conducted in the North Pacific last year.

A citation which accompanied the NUC stated that VP 22 advanced the art of ASW during the operations held from 22 January to 22 Mar 1967.

All VP 22 personnel who participated in the operations are authorized to wear the NUC ribbon.

to any ship regardless of size or type, a Marine Regiment, Naval Construction Battalion, a Navy Air Wing, or Marine Air Group, or other unit of the naval service, or any component which has distinguished itself, under combat or noncombat conditions, by either valorous or meritorious achievement which renders the unit outstanding compared to other units performing similar service." It rates just after the Navy Unit Commendation.

This award may also be conferred upon units of other armed forces of the United States and of friendly foreign nations serving with the armed forces of the United States.

The directive authorizing the MUC says, in justifying this award, "the service performed as a unit must be of a character comparable to that which would merit the award of a Bronze Star Medal (or achievement of like caliber in a noncombat situation) to an individual."

A bronze letter "V" is authorized as a Combat Distinguishing Device earned for combat performance.

TURN THE PAGE—IF **This Report**

THE CONSEQUENCES of a discharge under conditions other than honorable have been underlined in a directive that may help some misguided individuals think twice before looking for a quick way out.

A forthcoming BuPers Notice reminds the Fleet of the Benefits that may be lost because of dishonorable, bad conduct and undesirable discharges, and emphasizes with case histories the family, social and employment problems that invariably result from these types of discharge.

Although the great majority of Navy men and women need no reminder of the importance of honorable service, a few still believe the unfavorable discharge is a quick, easy way out of the service and into an opportunity-filled civilian life.

However, those who pursue and receive the less-than-honorable discharge usually find an unfriendly and unsympathetic atmosphere, particularly when looking for work. It seems that nobody wants to hire a man who left the service under a cloud. It's like having a felony record.

The new directive on adverse discharges was written in an effort to clear up certain misconceptions. The most common misconceptions (repeat) MISCONCEPTIONS:

The DD, BCD or UD can easily be changed to honorable (or under honorable conditions) at a later date.

WRONG. Once a discharge has been executed, it may be changed

only if a study shows it was unjustly or erroneously directed.

Persons discharged under other-than-honorable conditions are later permitted to reenlist.

WRONG. Exceptions are sometimes made under special meritorious circumstances, but only after a lengthy time lapse coupled with an exemplary civilian record supporting the request for another chance.

Confinement activities can be depended upon to recommend that a punitive discharge be remitted and the man be placed on probation.

WRONG. Punitive discharges are remitted on a probationary basis only when there is a marked change in the prisoner's attitude and service potential as observed in confinement.

A discharge under less-than-honorable conditions is not a severe reflection upon the individual and will not seriously affect a civilian career.

WRONG. This misconception is considered the most serious. An adverse discharge may disqualify a man from receiving most of the veterans' benefits designed to assist him in reestablishing a civilian career. Education rights, apprentice training, federal vocational rehabilitation, hospital care, and service-connected disability compensation are among the many benefits that may be forfeited.

Civilian employers will more often than not turn down the job ap-

plication of a man who received a less-than-honorable discharge. Other prejudices in civilian life have been cited in numerous requests to the Navy for changes in the character of unfavorable discharges. Typical statements are: "Unable to get a job;" "Would like to get married but don't feel that I can with this type of discharge;" "Every time I get a job and my employer finds out about my discharge, I get fired;" "I can't get bonded."

It's true that many who have received less-than-honorable discharges have found employment. However, the prospects for advancement to positions of responsibility and trust

There's Nothing

THE NAVY DISCHARGE REVIEW BOARD, and the Board for Correction of Naval Records, often receive requests from former Navymen who want their unfavorable discharges changed. Here are some excerpts from letters:

• I enlisted when I was 18. I hadn't got along with my parents, and didn't like my hometown. I wasn't happy and had no goals, but figured the Navy had plenty of appeal for a fast operator like myself.

I got along pretty well until my ship returned to the States after a tour overseas. I got into some big trouble while drinking, and received a general court-martial.

After my release from the brig, I

A LESS THAN HONORABLE DISCHARGE CAN RESULT FROM :



● ALCOHOLISM



● USE OF DRUGS



● CIVIL OR MILITARY POLICE INCIDENTS

Does Not Concern You

are severely jeopardized.

In other words, many jobs the average citizen takes for granted are not available to the person who has used his time in the service to burden himself with an inferior discharge. This can be expected to summarize the thinking of an employment officer: For a good job where there's competition, why take a chance with a man who has shown himself to be unreliable in the service when there are many with a fine record to select from?

Commanding officers have been told to make sure all hands are aware of the consequences of a less-than-honorable discharge. The new direc-

tive on the subject recognizes that a few immature men—the so-called UD and BCD “strickers”—usually have no real conception of the lasting stigma that accompanies an unfavorable discharge.

A reprint of the ALL HANDS chart, “Federal Benefits Based Upon Type of Discharge,” NavPers 1740/3 (10-67), is available. The charts may be requisitioned from Cog I Stock (S/N 0105-902-9030) through the Naval Supply System, using MIL-STRIP Form DD 1348.

If you want a closer look at the consequences of a punitive discharge, ask your personnel office to see BuPers Notice 1626 series.

Discharges To Avoid

These are the three types of discharge which may be ordered under conditions other than honorable:

- Dishonorable—May be ordered only by approved sentence of a general court-martial.

- Bad Conduct—May be ordered by approved sentence of a general or special court-martial.

- Undesirable—May be directed by administrative action of the Chief of Naval Personnel for reasons of unfitness or misconduct. (The *BuPers Manual*, articles C-10311 and C-10312, cites the authority to issue an undesirable discharge.)

Like a Case History — to Prove Your Point

was put on another ship. I went AOL and got the BCD I wanted.

I didn't sweat it. I was 19, free from military obligation, and figured that I really had it made.

When I got home I started learning the facts of life. At first, I had an awful time finding a decent job, and when I finally did, my employer found out about my BCD and fired me. That was just the beginning of my troubles—10 years ago—and that BCD has been dogging me ever since.

The next letter is from a man who went out with an undesirable discharge.

- Now I fully realize the serious-

ness of receiving an “UNDESIRABLE DISCHARGE”—I hope the Board will be merciful in reviewing my request to have it changed.

Being immature, I did not know the horrible effect it would have on my life and on my parents. I am sincerely sorry for the trouble that I have caused the Navy.

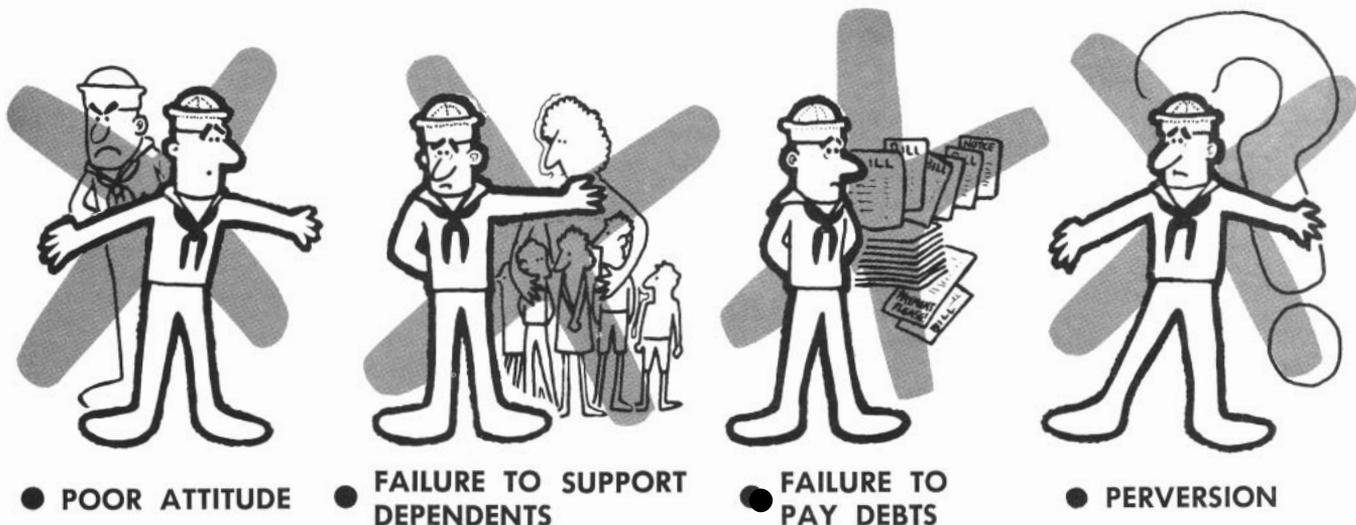
When I arrived home, I thought the world was wonderful, and that I could get a decent job with a decent wage in order to help my parents. I received the shock of my life—a reputable company would not hire me due to the nature of my discharge.

So far, I have worked at a ham-

burger stand, in a motel kitchen, and now I am working at a gas station—I work from 8:30 a.m. to 10:30 p.m. I would very much like to further myself, but my discharge will make this impossible.

I have registered with the Draft Board here but, due to the Undesirable Discharge, I was given a 4F classification. In order to have the 4F changed, I was told by the Draft Board I would have to have my discharge changed. Under my circumstances, it is shameful to have a 4F classification.

I am remorseful—very much so—please, please help me.



HERE ARE EXCERPTS from several other letters:

- I've been married now for five years and have two little girls. I don't know what I'll tell them when they're old enough to ask questions about my past—and my UD.

- I have been living as clean a life as I know how, but it's not a happy life when you have something like a BCD hanging over you.

- My mother refuses to see me.

- My father suggested I write to the Navy in the hope that maybe you could do something for me. I am not asking to be let off easy. I would gladly serve in the Navy again if it would wipe out my UD, and if the Navy would have me back.

UNFORTUNATELY, the reviewing authorities are guided by the facts causing the discharge, not by the shame, embarrassment and problems that follow. In the above cases, and many others, the unfavorable discharges were not changed.

However, not all "problem personnel" cases have unhappy endings. For example, approximately five years ago the brig at the naval station in Boston, Mass., documented the cases of two prisoners. One was a "discharge striker" who wanted out. The other accepted guidance before it was too late. Here are their stories, as told to ALL HANDS by the naval station CO:

"We have a number of men confined for court-martial sentences. Some of these men are repeaters. Some are determined to secure a discharge and are more than willing to accept a BCD or a UD.

"However, thanks to our prisoner counseling and education program, we are often pleased to see some of the men redirect themselves toward more purposeful lives.

"The results of two different attitudes were shown here recently.

The first was in the following letter:

'Dear Sir: I am a former prisoner of your brig who would like to tell you what has happened to me since I was kicked out of the service. Perhaps you will be able to help someone who is headed in the same direction I took.

'First, I went back home and tried unsuccessfully to pick up where I had left off. Most of my buddies were themselves in the military. When one would come home on leave and I would see him on the street, he would ask me how I managed to get out of the service so soon. It wasn't long before I had no friends.

'My parents were grieved at what I had done and seemed to lose all respect for me.

'I've tried to find a job, but never know how to handle the job application questions dealing with service completed and type of discharge.

'I realize now that I have no one to blame but myself. I messed up my whole life because of a period of immature behavior and poor attitudes. I failed my service, my family and friends, and, most important, I failed myself.

'When a prisoner tells you he doesn't care how he gets out of the service, as long as he can get out, tell him about this former sailor who thought he knew all the answers, but found out too late he didn't know anything at all.'

THE SECOND former prisoner, whom we'll call David Doe, EM3, demonstrated that the stigma of a court-martial can be overcome.

"Doe had been stationed on a destroyer. His immediate superior was a first class petty officer with whom he had a personality clash. For one year, Doe worked under conditions which, to his way of thinking, were unfair. His efforts to re-

solve the difficulty only met with what was, in his opinion, further harassment.

"Finally, Doe decided to solve the problem in his own way. He ran.

"While AOL he took a job chopping wood. He earned little more than enough to feed himself. Disillusioned, Doe remained absent until, in his own words, 'I felt my life was over, and I knew I had to face the music. I decided to get it over with.'

"Doe turned himself in, was tried by special court-martial, and was sentenced to two months, confinement and forfeiture of \$100 a month for two months.

"During the first stages of his confinement, Doe resisted the efforts of our guidance counselors. He had no hope for the future and indicated that he did not care about anything.

"However, he soon began to respond to the counselors' efforts to reach him. He then began to see that even though he might not have gotten along with his immediate superior, his continued aloofness, hostile attitude and failure to cooperate could only result in other problems throughout life.

"Doe's response to rehabilitation was so rapid that his sentence was suspended and he was sent back to the Fleet. Less than a year later, he returned to the naval station as a visitor. He had made second class and was married, and said he couldn't be happier.

"This man went on by virtue of his own efforts, once he accepted the guidance that he should have sought initially. In less than one year he went from a brig cell to the responsibilities of a successful and respected petty officer."

If you've read this far, you know this report is not intended for you—you're too smart. But maybe there's someone in your outfit who doesn't have the word. Pass it on.

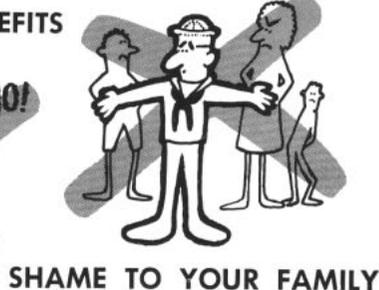
HERE'S WHAT A LESS THAN HONORABLE DISCHARGE MEANS TO THE INDIVIDUAL:

DISGRACE



UNEMPLOYMENT

LOSS OF GI BENEFITS



SHAME TO YOUR FAMILY

AN HONORABLE DISCHARGE MEANS ...



● VETERANS BENEFITS



● THANKS FROM YOUR COUNTRY, COMMUNITY AND YOUR FRIENDS



● A GOOD FUTURE



● TOP REFERENCE FOR THE REST OF YOUR LIFE



● GOOD EMPLOYMENT PROSPECTS



● PRIDE IN SELF

TAFFRAIL TALK

"THE ELEVATOR OPERATOR said he had never seen such a dive. I flipped over a couple of times, bounced off a lifeline and went in head first. I thought it was all over."

Airman Apprentice Michael H. Laursen was describing his 60-foot plunge off the flight deck of the carrier *uss Randolph* (CVS 15) into the Atlantic.

"I was going aft to elevator number three when it happened. I stepped behind a jet sitting in the 'pea patch' (area where planes are parked clear of the landing area). I thought its engine was shut off."

It wasn't. It blasted him over the side.

Laursen, a 19-year-old "blue shirt" on *Randolph's* flight deck, is a plahe handler. His job is to secure or unfasten aircraft from their moorings as they are moved.

Randolph normally operates an antisubmarine air group, but on this cruise she was substituting for the training aircraft carrier *uss Lexington* (CVS 16) off the Florida coast. Student pilots were making qualification landings.

"As soon as I hit the water I started swimming away from the ship as fast as I could so the screws wouldn't suck me under," Laursen continued. "I've been swimming as long as I can remember in the lakes around Minneapolis, so I can swim pretty well."

"The sea was choppy, and the waves were about three feet above my head. It didn't take me long to lose sight of the ship. My jacket started getting heavy, and I was swallowing a lot of sea water."

Then Laursen saw the plane guard rescue helicopter from the carrier hovering over him.

"I felt much better. It seemed like I just swam far enough away to let the ship pass, then the helo was there. Just like it was all planned."

Minutes after he walked into the jet's exhaust, Airman Laursen was back on the flight deck. Resting below decks, he found himself glancing at a watch that still ran and lighting a cigarette with a lighter that still worked.

The next morning he was up on the flight deck handling aircraft as usual.

Just like it was all planned.

★ ★ ★

Extensive research in underwater voice communication is underway at the Naval Submarine Medical Center, at New London.

Aimed toward improving methods of oral communication in an undersea environment, the research will cover the areas of diver-swimmer communications; speech-enclosed environments (submarine, diving bells); and the effects of water immersion on verbal communications.

Topics to be studied include the "Donald Duck" effect (a distorted speech phenomenon produced in high-pressure atmospheres of gases other than normal oxygen-nitrogen air mixtures), and research into the restrictive effects of facemasks and other equipment on normal voice movements.

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.

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.

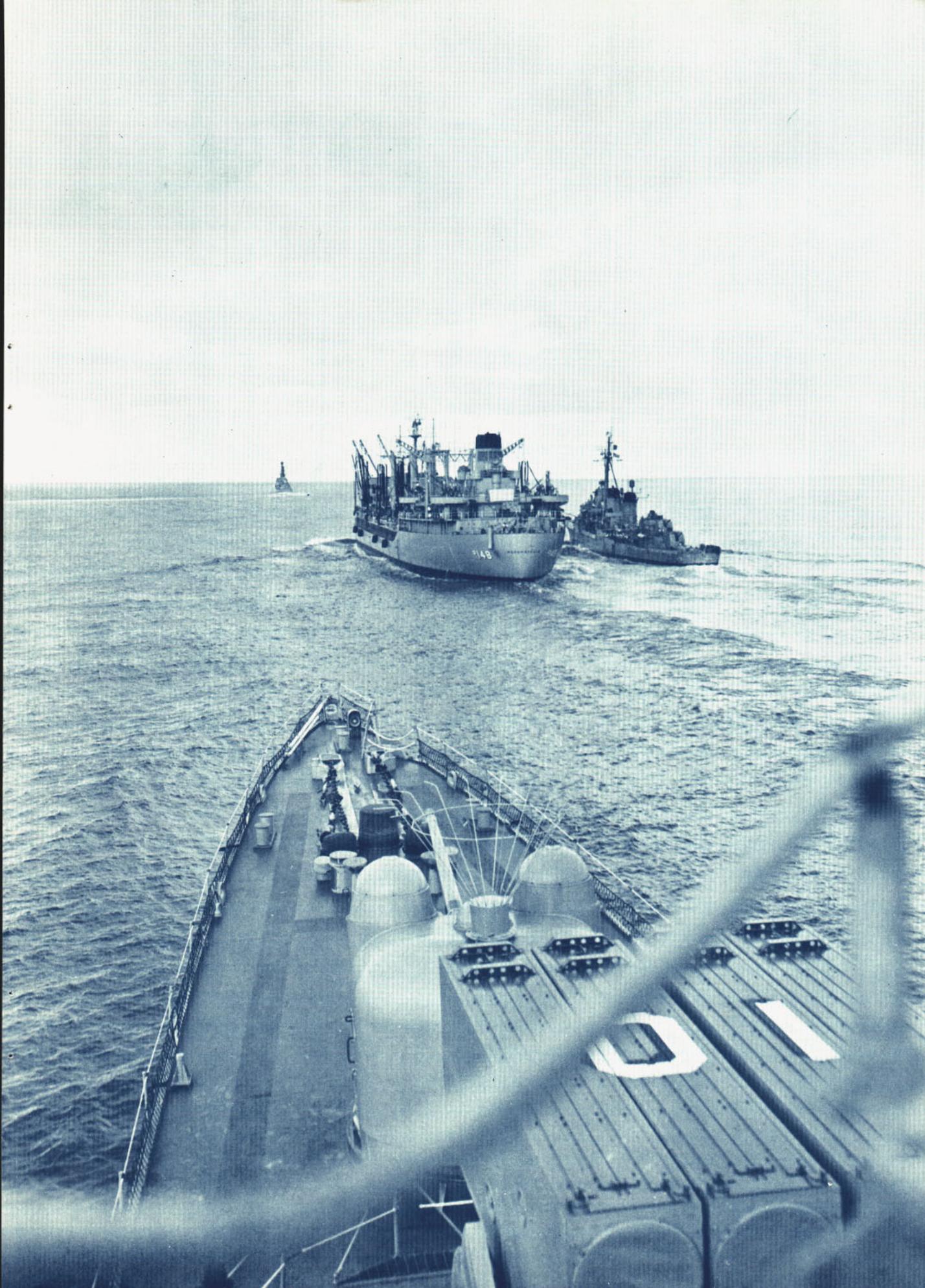
Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

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 should be received preferably eight weeks before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, Pers G15, Navy Department, Washington, D.C. 20370.

● AT RIGHT: IN LINE—With one customer loaded and another moving into position, Fleet oiler USS *Ponchatoula* (AO 148) prepares for another underway replenishment in the South China Sea.



CHARTING THEIR COURSE



**Quartermasters:
Navymen of Responsibility**