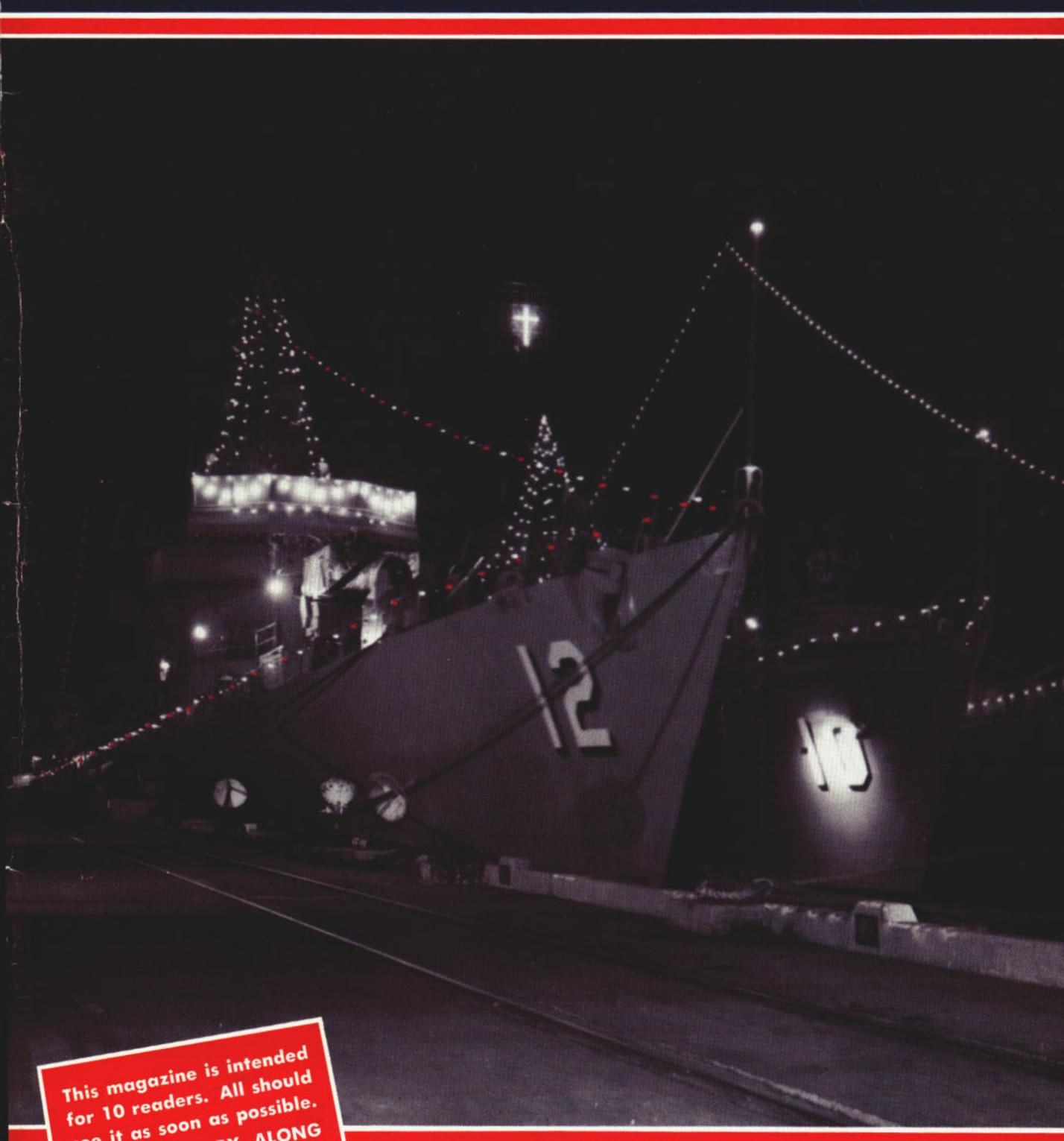


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

DECEMBER 1968





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1968

Nav-Pers-O

NUMBER 623

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● AT LEFT: ON CAMERA—The United States Navy Band and its Sea Chanters (rt.) dressed in 1820 Navy uniforms perform before the cameras at Naval Photographic Center, NS, Washington, D.C. Navy Band leader LCDR Anthony A. Mitchell (left) leads the group.—Photo by Ken Duggan.

● FRONT COVER: DECKED-OUT DECKS—Navy men, like their counterparts ashore, decorate their homes during the Christmas season, and the result is a blaze of color from the masts and railings of Navy ships throughout the world. USS King (DLG 10) and USS Dahlgren (DLG 12) are shown displaying their season's greetings while tied to the pier. Cover picture was supplied by Photographic Laboratory, U.S. Naval Air Station, Norfolk, Va.





BUSY DAY—Chaplain Victor J. Maritato begins his Sunday visits.

ON THE BEACH—Navy chaplain holds Easter Sunrise Service at Da Nang.



DECKED OUT—Services on flight deck.

NAVY MEN

FOR A CHANGE, let's talk about the Chaplain.

With 1100 men of the cloth in Navy uniforms, the Chaplain Corps has more members on active duty now than at any time since World War II.

Many have volunteered to serve alongside the Navymen and Marines who fight in Vietnam.

Others are career Navymen who have dedicated their lives to serving the Fleet.

The Chaplain Corps represents 47 denominations, including Protestant, Roman Catholic, Eastern Orthodox, Jewish, Latter Day Saints, Christian Science, Seventh Day Adventist and others.

Each chaplain has completed at least four years of college and three years of graduate training. He has been ordained by his church, and has its approval for his Navy service. His commissioned grade is at least LTJG.

Each chaplain is said to be responsible for the spiritual health of 1100 men. Accordingly, he must spread himself thin, and on many occasions must observe a seven-day work week.

In addition to his basic responsibilities for spiritual guidance, the chaplain handles emergency messages from home, holds group dis-

ALL HANDS



SUNDAY SERVICES are held aboard USS Hancock (CVA 19) and (rt.) USS Richard B. Anderson (DD 786) in waters off Vietnam.

OF GOOD WILL

cussions, organizes liberty tours, and often pulls collateral duties as library officer and welfare and recreation officer.

A "circuit rider" concept makes it possible for him to conduct more than one religious service each week; some hold more than one service a day. Riding the circuit, chaplains of force and type commands can extend their ministry to smaller ships which do not have chaplains assigned.

THE CHAPLAIN of a destroyer division, for example, visits four ships on Sunday and holds a separate service on each.

Moving by helicopter from one ship to another is a standard operation; the first such flight in 1948 was called a "Holy Helo-Hop." (A chaplain assigned to an amphibious assault ship made more than 100 holy helo-hops during a single deployment.)

However, Fleet chaplains have found that highline transfer is their most common, if not most comfortable, mode of ship-to-ship transportation.

The carrier chaplain (some 20 per cent of all Navy chaplains have served in this capacity) has duties which are in most respects similar to those

of chaplains on board any major ship on an extended deployment. His ministry includes a full range of services not only for the carrier Navy-men, but also for those on board accompanying escort ships. On Sunday, he routinely visits two or more escorts by highline transfer or holy helo-hop.

Service force chaplains work much the same way but often cover more territory. For example, during the early months of the Vietnam buildup, one SERVAC chaplain rode a circuit of 22 different ships; another carried out 24 different sets of TAD orders within a 21-month period.

Last summer, Chaplain Alvin B.

Koeneman and six other chaplains were attached to ComServGroup Three in WestPac with a sizeable "fleet" of ships of various types in their "parish." They moved from ship to ship, talking with the men. Chaplain Koeneman himself chipped paint with the crew and handled cargo while, as one young Navyman put it, "doing his thing." The chaplain would stay on board one ship for a week or so, and then transfer to another. Every two months, he visited ComServGroup offices in Yokosuka to catch up on paperwork and take a few days' leave. He then went back out on the circuit.

RIDING HIGH—Chaplain travels from ship to ship.



BECAUSE of their heavy travel schedules, Fleet chaplains use portable altar kits. One, carried in a suitcase which opens into a small altar, comes complete with cross (or crucifix), chalice, candlesticks and Bible stand.

Another, designed primarily for use in the field, contains the same basic equipment but is carried in a canvas pack, rigged with shoulder straps. This model perhaps is used most these days.

At least half of the chaplains on active duty have served in Vietnam. The Southeast Asia area has, in fact, the heaviest concentration of Navy

chaplains ever committed to one combat area. This means that virtually every Navyman and Marine who serves "in country" has access to a chaplain.

The chaplain is a familiar figure on the battlefield and often can be seen hitching rides by helicopter, jeep or truck. He accompanies Marine battalions into combat; he provides the opportunity for formal worship; he is nearby to comfort the wounded and dying; he understands the confused, the depressed and the lonely.

Offshore, chaplains serve with every type command. At least one chaplain is assigned to each car-

rier and cruiser; destroyer types and ships of the amphibious, service and mine forces are visited regularly under the circuit rider program.

TYPICAL OF MANY chaplains who serve in Vietnam is LCDR Hugh F. Lecky, who, every chance he got, went on airborne medical evacuation missions. He flew more than 150 helicopter missions and became known as "Heli-Padre."

Chaplain Lecky once snatched a refugee child from the arms of a VC guerrilla who was using the child to conceal two hand grenades. The "heli-padre" pushed the VC away and ran with the child to safety in his helicopter.

On another occasion, Chaplain Lecky landed at Ba Gia the day after the outpost had been overrun by guerrillas. Ignoring the enemy fire, he administered last rites over a pilot and then began first aid treatment for others who had been hit.

At this point, an enemy round exploded near the chaplain and shrapnel tore into his leg. The heli-padre paused only long enough to cover his wound with a battle dressing, and then limped from man to man to continue his first aid treatments.

THE BRONZE STAR Medal awarded to LT Nathan O. Loesch of River Assault Flotilla One further symbo-

O'Callahan: Namesake Of Chaplain Awarded The Medal Of Honor



Chaplain's Namesake Goes to Sea.



This summer saw the commissioning of uss O'Callahan (DE 1051) at Boston, Mass. The ship is now based at San Diego, Calif. O'Callahan commemorates a member of the Navy Chaplain Corps who received the nation's highest award for extraordinary heroism "... at the risk of his life, above and beyond the call of duty."

The Medal of Honor was awarded to the late CAPT Joseph T. O'Callahan, a Catholic priest, for heroism on board the carrier uss Franklin (CV 13) during World War II.

Enemy bombs had turned the ship into what was described as a "raging inferno of exploding gas tanks and ammunition." Franklin was so severely damaged that few who saw her thought she could be saved. Only the firefighting and damage control efforts of her survivors pulled her through. Here's what happened:

On 19 Mar 1945, after maneuvering closer to the Japanese mainland than had any other U. S.

carrier during the war, Franklin launched her fighters for sweeps against Honshu and shipping in Kobe harbor. A single enemy plane swooped down through a cloud cover and dropped two armor-piercing bombs.

The first bomb struck Franklin's flight deck centerline. It penetrated to the hangar deck and exploded, demolishing the forward elevator and combat information and air plot centers. Fire spread through the second and third decks, sweeping among parked and armed planes. Everyone in that part of the hangar deck was killed.

The second bomb struck the flight deck aft, tearing through two decks and fanning fires which triggered ammunition, bombs and rockets. Explosions blew the after elevator up and to one side.

Almost immediately, the entire ship was enveloped in flames and heavy black smoke.

Franklin's commanding officer, CAPT L. H. Gehres, was knocked down on the bridge by the first explosion. He struggled to his feet and ordered full right rudder, hoping the wind on the port side would keep the flames away from planes on the after flight deck.

Making his way inboard, the captain saw that the after part of the ship also was on fire. He ordered the carrier to port, bringing the wind to the starboard beam, and slowed to two-thirds.

Bombs in the planes then began a long series of violent explosions. The Task Force commander advised CAPT Gehres to issue the order "Prepare to Abandon Ship," but

lizes the type of action the chaplain faces today.

On 4 Apr 1968, Chaplain Loesch was on board a heavily armored assault monitor, moving with some 20 other craft and a battalion of Army infantrymen in the Mekong Delta.

The boats were easing up the narrow Ba Lai River when the VC opened fire with rockets, recoilless rifles, automatic weapons and small arms. Two Navymen were killed instantly and 23 others were wounded.

Chaplain Loesch's boat, third in the column, took a rocket hit in the bow and was raked with machine gun fire, but the two lead assault support patrol boats were hit much

the CO replied that he thought *Franklin* could be saved.

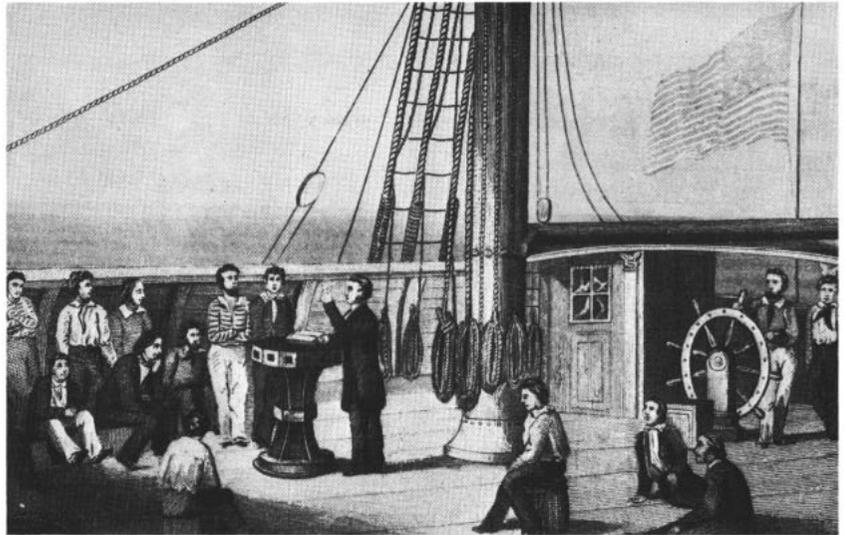
As soon as some measure of communication was regained (all radio communication had been lost), CAPT Gehres directed all but key officers and men to abandon ship. Many took to the water immediately; others were blown over the side or driven overboard by fire. Destroyers which had been following the carrier picked up survivors.

Chaplain O'Callahan, then a lieutenant commander, was one of many heroes among 106 officers and 604 enlisted men who volunteered to remain on board. His Medal of Honor citation stated that he ". . . calmly braved the perilous barriers of flame and twisted metal; groped his way through smoke-filled corridors to the open flight deck and into the midst of violently exploding bombs.

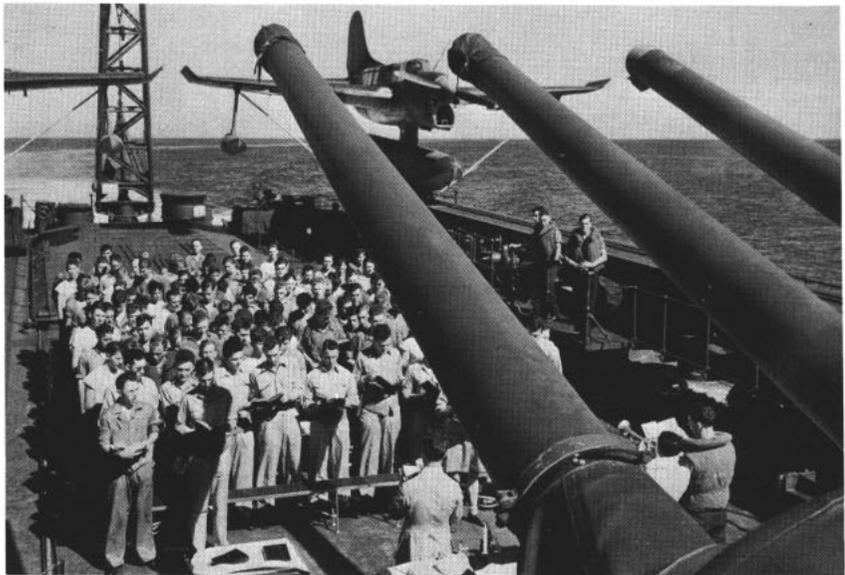
"He organized and led firefighting crews into the blazing inferno, directed the jettisoning of live ammunition, and manned a hose to cool hot, armed bombs."

Nearly a thousand men were killed or wounded, but *Franklin* survived and Chaplain O'Callahan was credited with a major role in saving the ship. CAPT Gehres later described the chaplain as "the bravest man I ever saw."

On 23 Jan 1946, President Harry S. Truman presented Chaplain O'Callahan with the Medal of Honor. It was the first (and at this writing the only) time in the history of the Armed Forces that a military chaplain had received the nation's highest decoration.



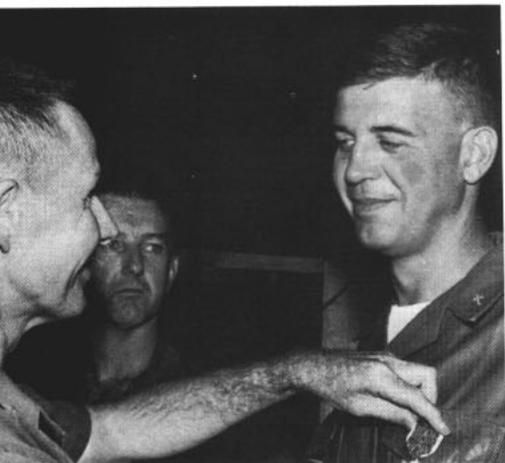
DAYS OF SAIL—Chaplain of early Navy holds service topside.



DURING WW II—Cruisemen attend religious service on fantail.



TIME OUT—Marines take time for worship during Korean conflict.



HELI-PADRE LCDR Hugh F. Lecky, CHC, USN, receives the Purple Heart for combat wounds.



CHAPLAIN Nathan O. Loesch receives Bronze Star for action with river assault group.

Lay Leader Is Padre's Right Hand

You may be a good guy, but do you have what it takes to be a lay leader?

Commanding officers must assure that only qualified and devoted men are selected to lead religious services when a chaplain is not available. A lay leader is picked on the basis of his known religious interest, moral character, interest in others and ability to communicate. He may be a junior enlisted man or senior officer—any rating, any grade.

Lay leaders function primarily

at sea in remote areas. They organize and lead religious services.

The lay leader sees to it the service is orderly and dignified. He must refrain from formal preaching, specialized counseling or any other activity normally conducted only by an ordained minister. Of course, the lay leader may not administer sacraments, solicit offerings, or use his position to expound on personal theories or views.

If you're interested, check BuPers Inst. 1730.6 series.

AT SEA—Navymen participate in Jewish services. Picture is one of religious scenes from photo library.



harder. One of the ASPBs went out of control; her crewmen lay wounded.

Although disabled itself, the monitor was maneuvered alongside the damaged ASPB; the monitor's crew brought the stricken boat under control and prevented her from beaching.

Chaplain Loesch, meanwhile, had also left the relative safety of the monitor, and, as enemy fire continued to zing about, treated wounds and did what he could to comfort the distressed Navymen. He moved from man to man, lifting morale. He then stayed on board the damaged craft and helped to evacuate the wounded men to a medical aid boat.

HUNDREDS OF CHAPLAINS have been cited for heroism and have been awarded decorations which include a Medal of Honor.

In Vietnam, Navy chaplains have received two Silver Stars, 32 Bronze Stars, 84 Navy Commendation Medals, nine Legions of Merit, and 35 Purple Hearts. At this writing, two chaplains have been killed in Vietnam action.

The history of the Chaplain Corps can be traced to the *Regulations for the Continental Navy* which appeared in 1775 and provided for chaplains to serve the Fleet. The first chaplain, William Balch, had no military rank. (It wasn't until 1899 that chaplains were appointed to commissioned grade, usually lieutenant.)

Early chaplains were able teachers, and were believed to have been instrumental in laying the groundwork for Navy training in a formal class atmosphere.

IN THE EARLY 1800s, for example, Chaplain Robert Thompson, a naval mathematician, conducted classes for midshipmen at the Washington Navy Yard and on board several frigates. Classes he held on board USS *Congress* were believed to have been instrumental in the evolution of the Naval Academy.

In 1845, when the Academy was formally opened, Chaplain George Jones was one of eight academic board members.

Chaplains also have been credited with key roles in the establishment of Navy welfare and recreation programs; among other things, they saw to it that modern laundry machinery



NAVY CATHOLIC CHAPLAIN holds Mass while at sea.

was installed aboard Navy ships.

Today's chaplains are no less interested in education and training than were their predecessors. Further, however, refinements in specialized training through the rest of the Navy have also evolved within the Chaplain Corps.

Rear Admiral James W. Kelly, 55, Chief of Chaplains since July 1965, has been interested in expanded "in-corps" training opportunities and enlargement of the lay leader program. He has made considerable headway. During the past three years, chaplain-type training has more than doubled.

- Approximately 35 per cent of the Navy's chaplains attend 16-week seminars which provide a refresher course in theological disciplines. These sessions are held annually at five major commands throughout the United States.

- Week-long Executive Development Seminars are held each year at three major colleges, one on each coast and one in the midwest. These sessions deal with "study patterns of interpersonal relations and group dynamics." (If you want to know what that means, you'd better ask your chaplain.)

- A Pastoral Clinical Training program was held at the Naval Hospital in San Diego last year to provide the chaplains with a formal background in ministering to the sick and dying.

- Fifty chaplains attend month-long marriage counseling courses, sponsored each year by the Marriage Counsel of Philadelphia and the Theological Union, Berkeley, Calif.

- The Senior Career Course introduced last year was four weeks in length and was the pilot course. The 22-week course, scheduled to begin in January 1969, prepares senior chaplains for supervisory and managerial responsibilities.

- At Camp Pendleton, chaplains with orders to Vietnam receive training in survival and first aid and get a better understanding of the religious needs of men in combat.

- More formalized training for the Navy men who double as lay leaders (see box) is being pursued on a large scale.

THE LAY LEADER PROGRAM, part of the Navy for many years, did not have many guidelines until as recently as 1960. The program now is becoming quite sophisticated.

The Chief of Chaplains, who has moved through the chaplain circuits for more than 26 years, has seen first-hand the value of giving official backing to lay leaders. However, he thinks the lay leaders he backs should be as qualified as possible.

Therefore, seminars are conducted at the force and district levels to give lay leaders a better understanding of their role and a working knowledge of religious training materials.

A program introduced last year at the submarine bases in Groton, Conn., and Charleston, S.C., gives additional training to lay leaders. Appropriately, this training is called LEAD (Laymen's Enrichment and Devotional Program). Here's how it works:

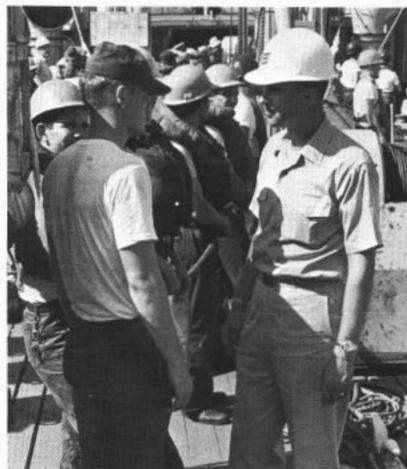
Lay leaders from SubFlot Two (Groton) and SubFlot Six (Charleston) attend a two-week LEAD course while their ships are in port. Classes are held from 0800 to 1600, Monday through Friday, with new groups formed every two months.

The LEAD curriculum emphasizes personal and social development, the mechanics of worship and the role of the lay leader on board ship. SubFlot chaplains conduct the classes.

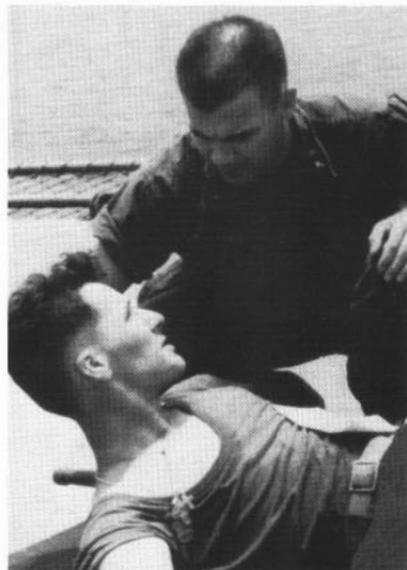
The refinements in training for chaplains and lay leaders have not changed the CHC mission—the mission remains the same as it was nearly 200 years ago.

Today's chaplain, highly trained and highly dedicated, does his good work better.

DD VISIT—Destroyer Eugene A. Green (DD 711) receives chaplain's service via chopper.



GETTING ACQUAINTED — Chaplain A. B. Koeneman chats with men of USS Caliente (AO 53).



GOOD WORDS — Chaplain comforts wounded Marine on his way to surgery aboard USS Tripoli (LPH 10).





AIDING QUAKE VICTIMS—Navymen take linen and medical supplies to quake scene. *Rt:* Helping to clear debris.

HELPING HANDS—I

Navy Team Rescue



DAMAGE SURVEY—RADM Draper Kauffman surveys a collapsed building in stricken area. *Below:* Willie Hamilton, AMH1, enters a collapsed apartment to search for survivors.



IT HAPPENED early one morning before the city was awake. A violent earthquake hit a section of Manila, capital of the Philippines.

The tremor, one of the worst recorded in the country's history, crumbled a three-year-old apartment building, sending the structure's five floors crashing one atop the other, killing 300 of the 1000 occupants.

Dispatched to the scene were 120 U. S. sailors and marines from the Naval Station at Sangley Point. For two days they worked against time to lift debris in search of survivors.

The exact number of persons rescued by the Sangley team is unknown, but a report tells how, in one instance, Navymen cut through a cement wall three floors beneath

the collapsed building to rescue two small girls.

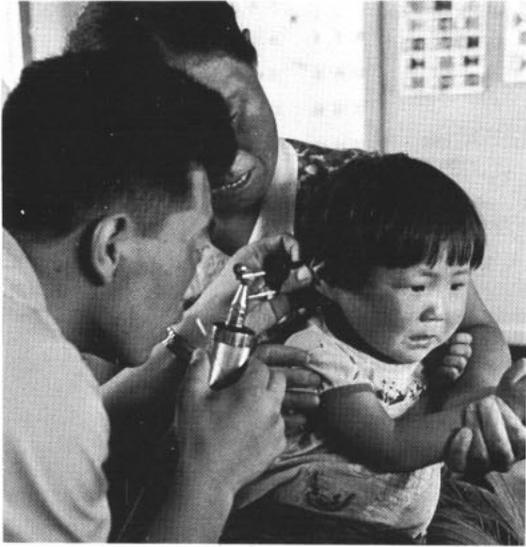
Briefly during the rescue efforts there were anxious moments when a second earth tremor shook the area. When this danger passed, the men resumed digging and searching amidst choking dust created by the use of their gasoline-powered jackhammers.

All around the building excavation equipment from the naval station was in use, while across the street a medical relief facility, equipped with blood plasma, morphine, stretchers and other medical needs, was set up in a schoolhouse where survivors were treated.

—Photos by Fred W. Chapin, JO1, and R. J. Sylvester, PH1, USN.

NAVYMEN helped speed the rescue of quake victims by clearing wreckage.





HELPING HANDS—II

Corpsman in Korea

ONE OF THE most effective counterinsurgency measures being undertaken in the Republic of Korea is the Remote Area Medical Program (RAMP).

Personnel of the Korean Navy Medical Center in Chinhae, Korea, frequently make boat trips to many of the hundreds of islands that dot the southern Korean coastline to supply medical care to the isolated islanders.

Chief Hospital Corpsman Don Hansen, a U. S. naval advisor to the medical center, has played a large part in the organization of the RAMP program. He and a group of Korean Navy doctors and hospital corpsmen recently visited the small, windswept island of Ji Shim 45 miles off the southern coast of Korea.

Most of the 142 residents of Ji Shim were in need of medical help. The doctors treated everyone from the bearded village elders to the babies, cradled on their mothers' backs in traditional Korean fashion.

While the doctors held sick call in the island's small, one-room schoolhouse, the hospital corpsmen saturated the area surrounding the village with mosquito spray to reduce the threat of malaria.

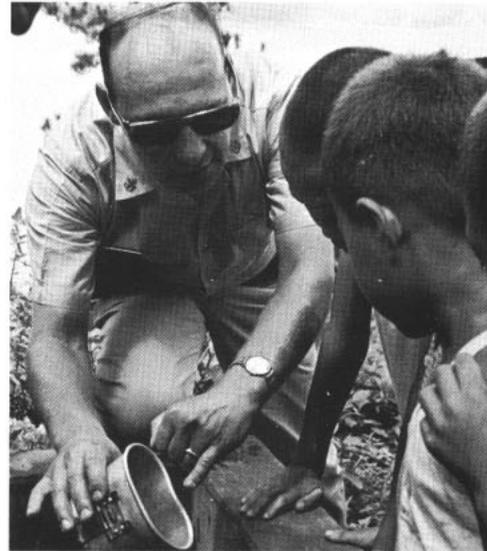
When sick call was completed, the villagers helped the medical team carry their remaining medical sup-

plies down the narrow, shaded footpath to their boat.

The islanders thanked the medical team for their help, and received assurance they would return soon.

"The look of appreciation on their faces really makes these trips worthwhile," Chief Hansen said.

CLOCKWISE FROM TOP LEFT: (1) Korean Naval doctor checks an ear during a visit to remote island. (2) Remote Area Medical Program team unloads medical supplies on one of the many small islands off the southern Korean coastline. (3) Chief Hospitalman Don L. Hansen, USN, an advisor to the Korean medical center, explains mosquito larvae and malaria to island youngsters. (4) Village elder of Ji Shim island greets team in traditional dress. (5) Korean hospital corpsman sprays to kill mosquitoes. —Story and photos by John W. Gorman, PHC





ON CAMERA—Navy moviemakers shoot a film on sound stage at Naval Photographic Center, Washington, D. C.

HOLLYWOOD, NAVY

THE NAVAL Photographic Center in Washington, D. C., like many other commands, has found the Year of the 25th Anniversary an appropriate occasion to review her accomplishments. NPC has plenty to review.

Established in 1943 to produce training films for World War II specialist ratings, NPC has become one of the largest audio-visual communications centers east of Hollywood. NPC is the Navy's official moviemaker, and with 500 skilled craftsmen supports the Fleet in three major areas: motion picture, still photography, and photographic research and development.

It is the Motion Picture Department—by far the largest of the three—that best symbolizes NPC's success.

Sometimes known as "Little Hollywood," NPC produces approximate-

ly 150 motion pictures each year, many of them full-scale productions that are written, acted and filmed "in house."

The head of the Motion Picture Department, Commander Rudy Longo, USN, supervises four special divisions with 97 Navy men and women. In addition there are 179 civilian employees, all of whom specialize in moviemaking.

- The Productions Division, which includes a television branch, employs scriptwriters, animators, artists, editors, cameramen, sound engineers, directors and sound effects men.

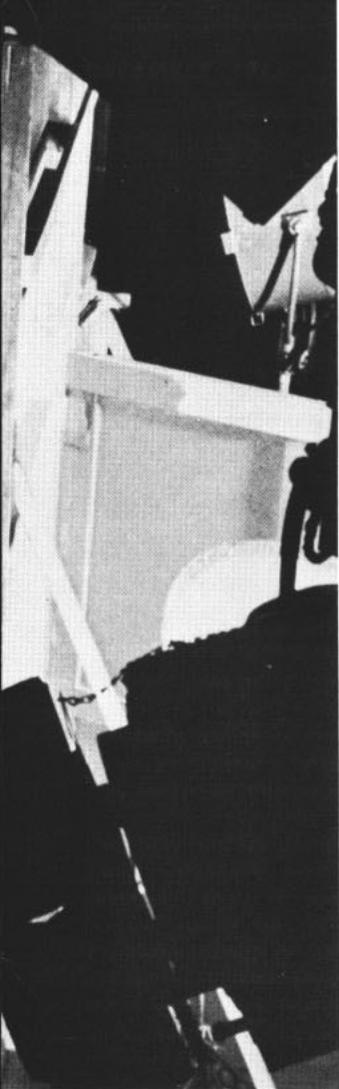
- A Film Productions Supervision Division, comprised of five production groups, keeps track of all film projects assigned to NPC by the Chief of Naval Operations, including Navy films made commercially un-

der contract. This division also maintains liaison with the Commander, Naval Air Systems Command, the photo center's chain-of-command supervisor.

- The Film Depository, a division for film screeners and catalog specialists, plus information and research specialists, includes a training aids and film preservation branch with appropriate vault, library and records sections.

- The Laboratory Division develops and prints both color and black-and-white film, and handles all the film assembly, shipping and lab cost accounting.

NPC moviemakers have all their facilities in one building. The Motion Picture Department is self-sufficient from writing a script to mailing out a finished movie print.



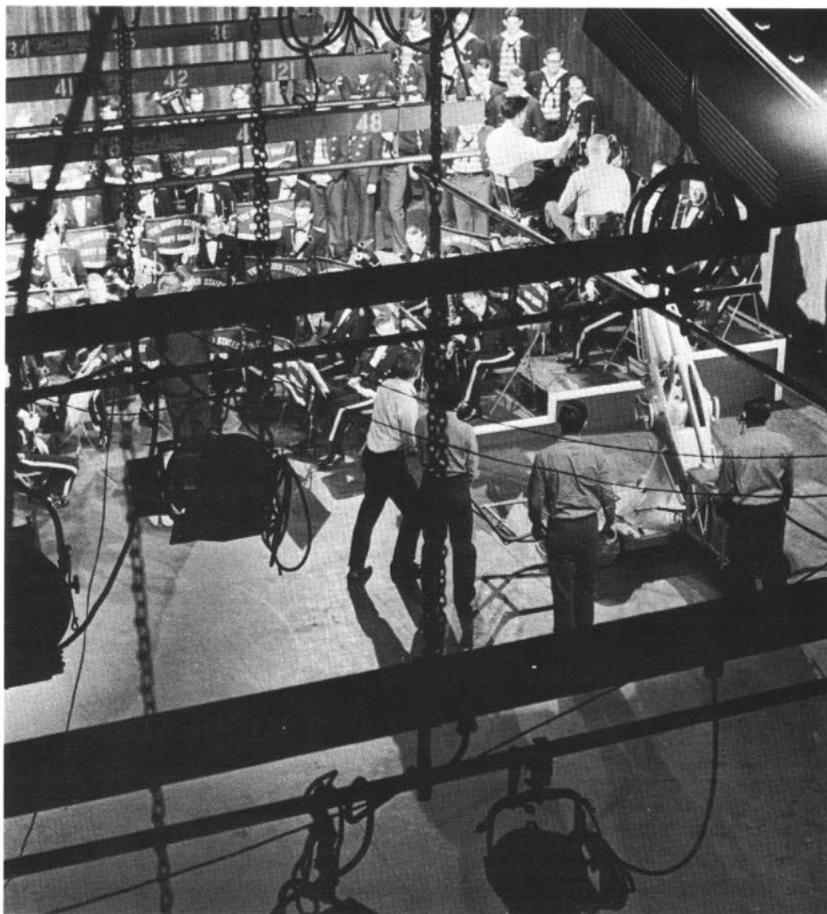
MAKING LIKE HOLLYWOOD—Cameraman eyes stage. Below: United States Navy Band and Sea Chanters become subject of NPC team.

STYLE

LITTLE HOLLYWOOD does good work, but does not perform miracles. The Navy initiates requirements for several hundred motion pictures each year. About 20 per cent of them are produced at NPC; the others are contracted out and filmed commercially (but under close NPC supervision). In either case, NPC sees to it that Navy standards are met. The film must be made in accordance with its production schedule, and must be kept within the budget.

The meat of Little Hollywood's program is the training film. Motion pictures which instruct, inform and motivate first were used widely during World War II, and since have been adopted on a large scale by educational outlets in the Navy and elsewhere.

Little Hollywood also produces





REEL JOB—Nancy Patrick, PH3, checks film at the Naval Photo Center.

documentaries on Navy life: wintering-over in Antarctica, a study of the ocean floor, the development of a missile.

Making good movies requires plenty of talent and involves certain essentials which are observed both in a multimillion dollar Hollywood-type movie studio and the NPC sound stage.

Stories must be researched, sets constructed and camera angles and effects carefully studied. One brief scene may sometimes require hours of planning.

Special lighting often must be created. Exacting quality control must be maintained in the film processing labs, and footage must be carefully and creatively edited.

NPC's standards for production insist that each film must be produced as economically as its purpose permits. As a rule, films are short and are shot in black and white unless "teaching effectiveness" or other purpose of the film is enhanced with color. The movie never is longer than necessary to tell a story to an audience at one sitting.

IDEALLY, photography takes place at actual locations, and shows real equipment and real Navy men and women at work with their normal duties.

You'll never see the names of the "actors" flashed on the screen in a Navy movie credit line. NPC lists only the name of the studio which produced the film, and may give credit to the writer. Professional actors are rarely used.

Dialogue is avoided in training films unless necessary; NPC has found that off-screen commentary usually is more effective.

A production supervisor keeps the film moving through all phases. Each of NPC's 15 production supervisors has worked in the motion picture business for years as an editor, writer, film processor or stock selector. He sees to it the film is a professional job, is produced within the budget, and meets all underlying film objectives.

Little Hollywood always observes the standards of technical competence set by the motion picture industry. Photography is sharp, properly exposed, and well composed. The accent is on movement.

A TYPICAL NPC production is introduced quickly and tells members of the audience exactly what the movie is all about. No one should have to guess at its purpose.

Commentary is brief and to the point; words are used only to extend the meaning of the pictures.

Attention-getting devices, special effects, tricks and techniques used

ON HIGH—Camera boom lifts NPC motion picture photographers during filming sequence of the Navy Band.



solely for "production" value are avoided.

Music is used sparingly—only under titles, for example. However, if background music is important to a film's purpose, it may be used throughout.

Little Hollywood's Art and Animation branch employs craftsmen who can take an audience into places the camera cannot—into the world of the abstract, for example, or into the inner recesses of a machine.

Simple animation is preferred for Navy films. The animators often use filmagraph, a technique that makes still pictures appear to move (when actually it was the camera that had done the moving).

The body of the typical NPC-produced movie is organized around a small number of main ideas that are developed to achieve a film objective. The main ideas are kept prominent with the use of fadeouts, sequence titles and commentary.

Detailed development is slow and clear, with the primary emphasis on informative pictures.

A point constantly stressed is that each film must have integrity and be authentic.

Inept humor, sarcasm, ridicule and unethical appeals are ruled out. Every detail of the film must observe government policy and must avoid propaganda, self-aggrandizement and criticism.

NPC works closely with moviemakers of the other services. When it's clear that a training film would be useful to the Army, for example, associate technical advisers are assigned by the Army to provide the special support needed to make the film suitable to the needs of that service.

AFTER THE PRODUCTION of a film is underway, an editor assembles the scenes which arrive from location crews, the sound stage, film depository and animators, while other editorial technicians work on music and special effects.

For economy, stock footage from the film library is used in any new movie if possible. Chances are the film depository—with 100 million feet of stock film amassed over 25 years of Navy moviemaking—has the exact scene needed to further any action. Selectors know exactly where to look for a scene that will tell or add to a story. (Commercial motion

picture and television producers also find that NPC's filmed records of naval operations come in mighty handy.)

NPC's "library of sound" has a large collection of audio aids. This supply often is supplemented with specific sounds as the need for them arises. For example, an oscilloscope display of a heartbeat was specially recorded at the National Institutes of Health for a sequence in a medical film. The roar of a *Polaris* missile breaking through the ocean surface is another audio aid that Little Hollywood has used.

The hangar-like sound stage in Little Hollywood is used for filming scenes that cannot be obtained from the film library or on-the-job locations. The big, soundproof room permits simultaneous filming and sound recording without the interference of city noises, and is fitted with hundreds of special-purpose lights, each controlled at a centralized dimmer panel.

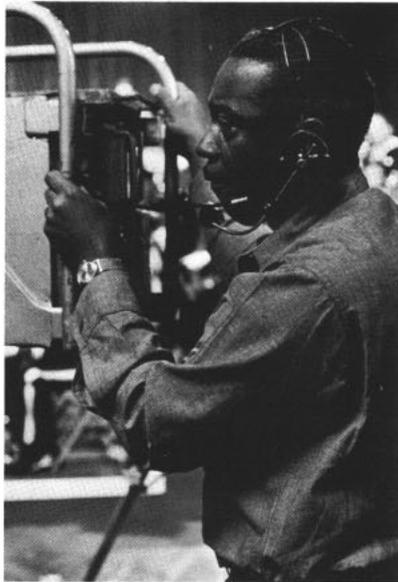
WHETHER A SCENE calls for a moody dramatic sequence or a brightly lighted overture featuring the Navy Band, Little Hollywood has the set, the lighting and the technicians to fix the scene just right.

The stage, said to be the largest in the Washington area, can be set up for several productions at the same time. A newscaster's backdrop for a biweekly TV report on Vietnam lies adjacent to an "admiral's office" setting. A replica of a ship's compartment is a few steps away, accurate in detail to squawk box, cabling, hatches and bunks. A typically American living room—complete with a picture window overlooking a garden—is set up on the other side of the stage.

No one person's creative contribution toward a motion picture has more direct impact than the editor's. Movies usually are made with brief scenes shot out of sequence. The editor tells the story by splicing hundreds of such scenes together. His choice of shot, scene length and overall pacing can make or break the movie.

The editor also improves the photography, if possible. If one shot holds too long on a building, or shows someone gawking at the camera, the editor relegates the offending part to the cutting room floor.

Three-track sound mixing also helps NPC production quality and



BOOMING BUSINESS—Photographer's Mate 1st Class A. D. Montgomery works on camera during shooting.

quantity. This involves a single recording with three separate stripes, one for music, one for voice and one for mixed effects. Any one of the tracks can be dropped and a new one inserted without disturbing the other two. For example, a foreign translation can be added to the voice track by re-recording the two "good" tracks with one revised stripe.

After the final cut is approved, the original film negative is conformed to the edited print so that a smooth version can be made.

A FINAL and highly important stage in the production cycle is the acceptance screening. This is when NPC's commanding officer, Captain J. J. Crowder, USN, plus the heads of the motion picture di-

visions and sound and art branches, review the finished film. The screening is coordinated by the production supervisor who sees to it that all key viewers attend.

Little Hollywood's laboratory division next gets into the production cycle on a large scale. The lab technicians say they have a full-service, large volume, high-speed capability. They could add highly technical.

A sophisticated color analyzer permits the lab workers to punch color and density corrections onto tape while they watch the film. The taped instructions then accompany the film into automatic, high-speed printers. The printers, developed commercially under Navy contract, are designed on a "light valve" principle, plus a precise program-decoding and memory storage unit. Without going into detail, it may be said the printers provide speed and quality, operating at 240 feet per minute. A 600 or 700 release print order can be filled without difficulty.

AFTER A FILM is in the can, NPC's moviemakers breathe easier, but still aren't finished. The Center maintains distribution control over its films, and always wants to know exactly how well a movie does.

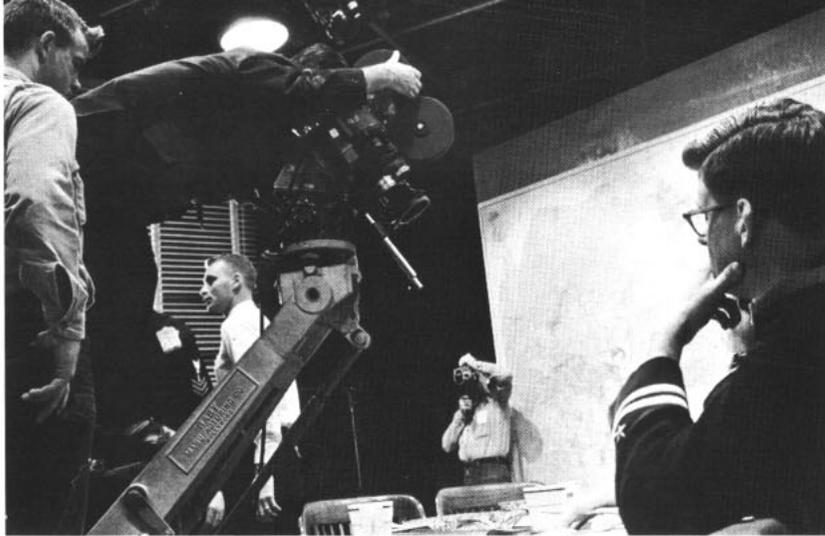
Movie-watchers in the Fleet are questioned concerning the number of screenings and the size of each audience. Answers are fed into data processors which feed back information on Fleet usage. This aids in distribution and helps to plan productions.

The Navy's current approach to moviemaking started with the construction of NPC at its Washington site near the Anacostia River, two miles south of the Capitol building.

Designed for the Navy by private industry and built at a cost of \$5

READY TO GO—NPC film distribution gets finished product out to the Fleet.





CAMERA, ACTION—The meat of Little Hollywood's program is training film.

million, the big, red-brick building was known as the Photographic Science Laboratory when it opened in February 1943.

The first employees were professional film lab technicians, photo scientists, educators and directors recruited from business and industry throughout the photographic profession—many of them from Hollywood. Their job was to produce motion picture and audio slide training films for specialist ratings introduced early in World War II.

THE WARTIME moviemakers produced more than 3000 training films which depicted the technical aspects of fighting a naval war.

At the same time, a research and development group was formed to improve photo systems and techniques. The R & D group's new ideas for aerial roll film and processors assisted in the Navy intelligence effort.

The still picture department, meanwhile, brought the impact of war to the American public through a steady stream of combat photos.

(Although highly classified at the time, NPC still-photo specialists also helped to pioneer microfilm techniques and, working in another specialty, pieced together photo-mosaics of the Normandy beaches.)

At the end of WW II, most of the civilian employees returned to private industry. However, they left behind one of the largest motion picture and still-photo libraries in the world. And, they had established a tradition of professional quality.

During the 1950s, NPC's R & D group visited Antarctica, worked deep under the water and probed far into space, testing cameras and film that could be used under any condition. Among other achievements, the group developed the first underwater panoramic camera.

At the same time, NPC's moviemakers chronicled the Navy's scientific and geographic achievements, and met a demand for training films generated in Korea.

By the late 1950s, NPC had its first color film processing installation. In 1958, the center produced a 35-mm color documentary "Internation-

Flotilla Review," which was accepted for showing at the International Film Festival in Edinburgh, Scotland.

NPC TELEVISION appeared early in the 1960s, and meant that a Navy message could be screened in a matter of hours with film, or minutes with videotape, or instantaneously through closed circuit.

The heart of NPC-TV lies in twin television tape recorders which translate the video image either directly from the camera or from tape to 16-mm film. The equipment has a built-in "electronic editor," which permits a show to be stopped if a fumble occurs. The director can return to the last good portion, and then continue with a retake.

The latest addition to NPC-TV is a custom-built van. By using the mobile unit, entire shows, or portions of staged shows, can be made on location. (Little Hollywood no longer must be satisfied with an old background slide of the Nation's capitol when the real thing is only minutes away.)

Built to NPC specifications, the air-conditioned van is valued at \$130,000. It carries three cameras and a videotape recorder with electronic splicer. A mobile generator can be used for power.

Much of the Little Hollywood workload now is focused on Vietnam. Another generation of training films has been developed, this one sprinkled with "pacification," "paramilitary," "Riverine" and "search and destroy."

NPC IS THE central clearing house for strike footage, the special film which documents the aerial combat over Vietnam. The cameramen are carrier-based pilots who fly the strike missions. Since the program began in April 1965, film has been gathered which shows, among other things, rocket runs on enemy storage areas and A-4 Skyhawks hitting highway bridges and supply barges.

Strike footage pilots use color film; their cameras are mounted in pods under the wings or the fuselage of the aircraft. Following a mission, the film is rushed to NPC for processing and screening. Scenes designated for public release are sent to a press pool in the Pentagon where they are distributed to civilian

VIDEO TOO—NPC-TV joined the Navy Photographic Center early in 1960s.



TV and newsreel representatives.

Copies of the strike footage also are sent for review to Fleet commanders and the pilot-cameraman involved. (The film is handled on a priority basis for quick delivery to Washington from Saigon, and vice versa. A complete evaluation print usually is in the hands of the pilot less than one week after he clicked off the pictures.)

Another trend is to send small units, usually writer-director-cameraman groups, out in the field to film the Navy story. One such group, the NPC-based Chinfo Unit, is dispatched by the Chief of Information to film such diverse subjects as medical teams in combat, scientific explorations or the recommissioning of a battleship.

Such productions usually take the form of 30-minute color documentaries, and are distributed to television stations throughout the United States. Credit the Chinfo Unit with such productions as "Eye of the Dragon," "Gentle Hand," and "River Patrol," which you may have seen on your TV at home.

OTHER NAVY cameramen who get in on the action are members of the Combat Motion Picture Team. The MoPic team records jet strikes, artillery bombardments, Sea Dragon ships firing on their targets, amphibious assaults and training maneuvers.

Last winter, the MOPic team's original office in Saigon was demolished by a terrorist bomb, but the team was on the move as it is most of the time. (Members of the team make only brief visits to their new Saigon office to complete data sheets and scripts, and then are off on another assignment.)

Another special project coordinated by NPC is a monthly documentary which chronicles the activities of the President. As the President's official cinematographer, NPC has produced motion picture footage that historians consider highly valuable.

Major trips of the President, including the final days of J. F. Kennedy; intimate glimpses inside the Cabinet room and the President's oval office; all have been recorded by NPC moviemakers.

AS GOOD as they are in the field, residents of Little Hollywood can always find time to discuss new ideas and learn from the outside.

DECEMBER 1968



SET WORK—Realistic set and skillful camera work make good training film.

A continuing education program at the center features weekly screenings of International Film Festival entries, Academy Award winners, and superior industrial films. Each showing is followed by a critique, which often is led by the film's producer.

Each year, NPC sends representatives to seminars, conferences and special training workshops. These help to keep the Navy apprised of advances in equipment and motion picture concept.

A representative of Little Hollywood also attends International Film Festivals and at Genoa, Italy, this year, received a silver cup for the NPC production "Scientists in the Sea."

Physically and administratively, NPC has not changed much since her cameras started rolling in 1943. Admission to the center still is closely controlled through the use of per-

sonnel ID badges. No one can get by the sentry's desk in the lobby without showing the proper credentials.

Copper and steel used in the original maze of chemical piping have given way to plastics, and equipment replacements sometimes force alterations in floor plans and utility lines.

Highly noticeable to those who keep track is NPC's production history. Records compiled during the past 25 years show that Little Hollywood has produced or supervised the making of more than 11,000 full-scale motion pictures, and has participated in additional thousands of special film projects.

—Story by Dan Kasperick, JOCS, USN
(Photographs on pages 11 to 15 by Ken Duggan. Photograph on page 10 by Photographer's Mate 1st Class R. Byers.)

ON SPOT—NPC's \$130,000 television van allows shows to be made on site.



NEW DEVELOPMENTS IN THE EXPLORATION OF

INNER

SECRETS LURK beneath the ocean's waves and the Navy proposes to unlock them, using for keys the five major programs of its Deep Submergence Systems Project (DSSP).

They are: Man-in-the-Sea (See ALL HANDS, October 1968); Submarine Location, Escape and Rescue; Object Location and Recovery; Large Object Salvage; and NR-1 (Nuclear Powered, Deep Submergence, Rescue and Ocean Engineering Vehicle).

Interest in a Deep Submergence Project is by no means new. It began with the 1958 purchase of *Trieste*, the bathyscaph in which Lieutenant Don Walsh descended in January 1960 to 37,800 feet (the deepest known ocean depth).

Trieste was admirably suited for such an expedition but, when the bathyscaph was employed to locate *Thresher's* wreckage in 1963, it became apparent that a more maneuverable vessel capable of great depths was needed.

This recognition stimulated formation of the Deep Submergence Systems Review Group, which analyzed the Navy's capabilities in the ocean, planned for the future and recommended operational capability changes.

The review showed that underwater rescue and the recovery of sunken objects were severely hampered by dependence on surface ships and support equipment—especially when operations were conducted below

850 feet, in rough weather or under ice.

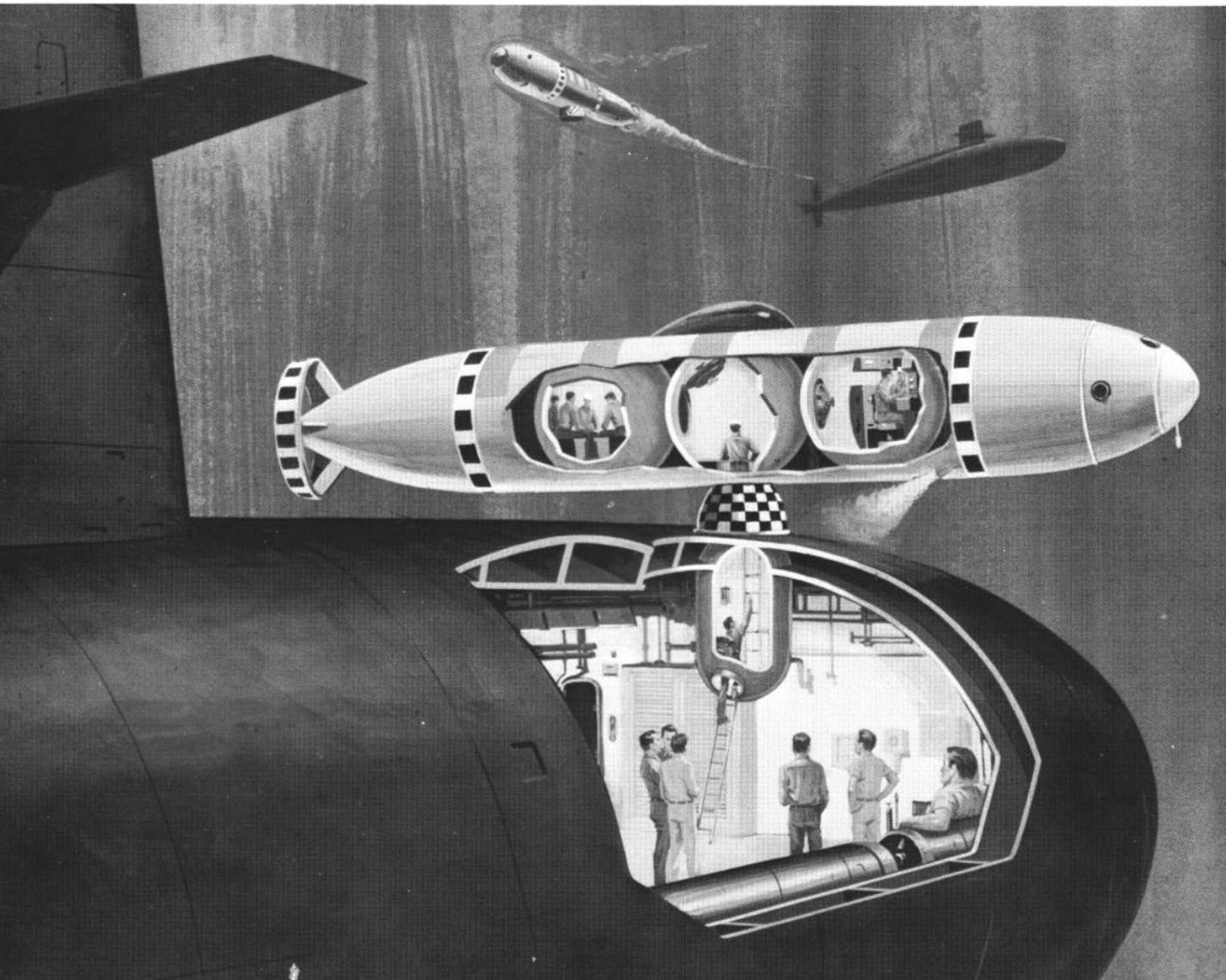
The group, therefore, recommended the Navy begin a detailed program to improve its capabilities for deep-sea search, rescue, salvage and diving.

Submarine Location, Escape and Rescue

The program's highest priority was given to a system for rescuing crewmen from submarines disabled in the relatively shallow areas (850 feet or less) of the continental shelf.

The means chosen was a Deep Submergence Rescue Vessel (DSRV) which had demanding specifications—it had to be air transportable to any part of the world and capable of riding piggyback on a submerged

ON THE WAY—Artist's conception shows Deep Submergence Rescue Vessel (DSRV) coming to aid of troubled sub.



SPACE

submarine in all kinds of weather and under ice as well.

When the DSRV-1 is delivered, it will be taken to San Diego for sea trials and about 10 months of testing at the San Clemente Island range off California's southern coast.

During this period, the rescue vehicle must operate at its maximum operational depth and mate with a simulated disabled submarine hull on the ocean floor. The tests should show that DSRV-1 is capable of supplying the compartments of the sunken submarine with large quantities of lithium hydroxide (for purifying the air) and oxygen and transferring the crew to the surface within 24 hours.

The diesel-electric submarine *USS Salmon* (SS 573) is being fitted to act as a mother ship to the DSRV-1, which will be locked down for the ride on *Salmon's* main deck aft of her sail and transported to the site of the simulated wreck.

The submarine rescue vehicle's effectiveness will be partially proved when it establishes a connection with the hatch of the ersatz wreck near San Clemente.

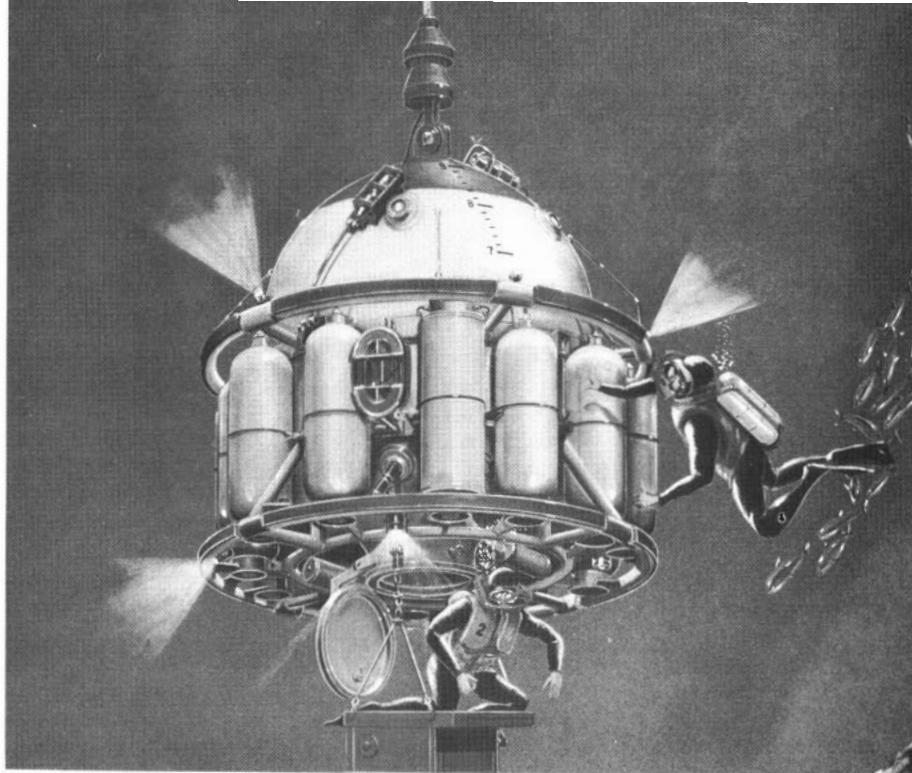
Salmon will be underway when she frees the rescue vessel which may then have to buck a strong current while locating the disabled submarine and its hatch.

If the water is clear (50 or more feet) the rescue vessel can use its optical sensors and viewports in its search. In murky water, however, the DSRV must depend upon sonic detectors.

When the disabled submarine is found, its buoy cable will be cut and the DSRV will hover over the sub's hatch like an underwater helicopter, using its stern propeller and four ducted thrusters to provide power in any of five degrees of freedom—pitch, yaw, surge, heave and sway. A sixth degree, roll, will be controlled by a mercury trim-and-list system.

If turbulence around the wreck's hatch inhibits the rescue vehicle's hover, the DSRV-1 will attach an anchor and a hauldown grapnel hook to the sub's hatch to position the transfer hood over it.

A hydraulic shock system will pro-



UP AND DOWN—Personnel transfer chamber (PTC), an elevator-like diving station, provides transportation for divers from ocean's surface to bottom.

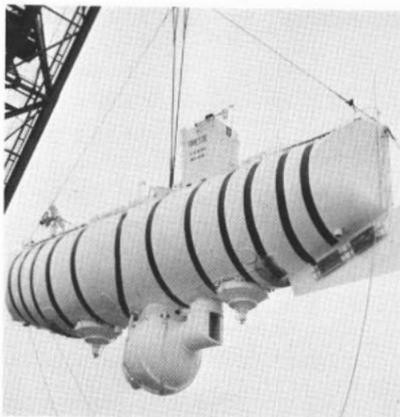
tect the hatch from damage from stresses and hard bumps.

When a satisfactory connection is made, water will be forced out of the rescue vessel's transfer skirt to equalize internal pressure between the DSRV and the disabled submarine. The hatches can then be opened and survivors can be transferred.

Object Location and Recovery

Another facet of the Deep Submergence Project includes work on a Deep Submergence Search Vehicle (or DSSV as it is more handily known) which will be capable of recovering small objects and explor-

DEEP PIONEER—Bathyscaph *Trieste* led present studies in deep submergence with dive to 37,800 ft. in 1960.



ing the ocean floor to a depth of 20,000 feet.

Eighty per cent of the ocean depths are below the operational capability of submarines and, except for the U. S. Navy's *Trieste* and the French *Archimede*, there are no known deep submergence vehicles which can at this time descend into these cold areas of darkness and great pressure. Even *Trieste* and *Archimede* are severely limited in respect to lateral movement and underwater endurance.

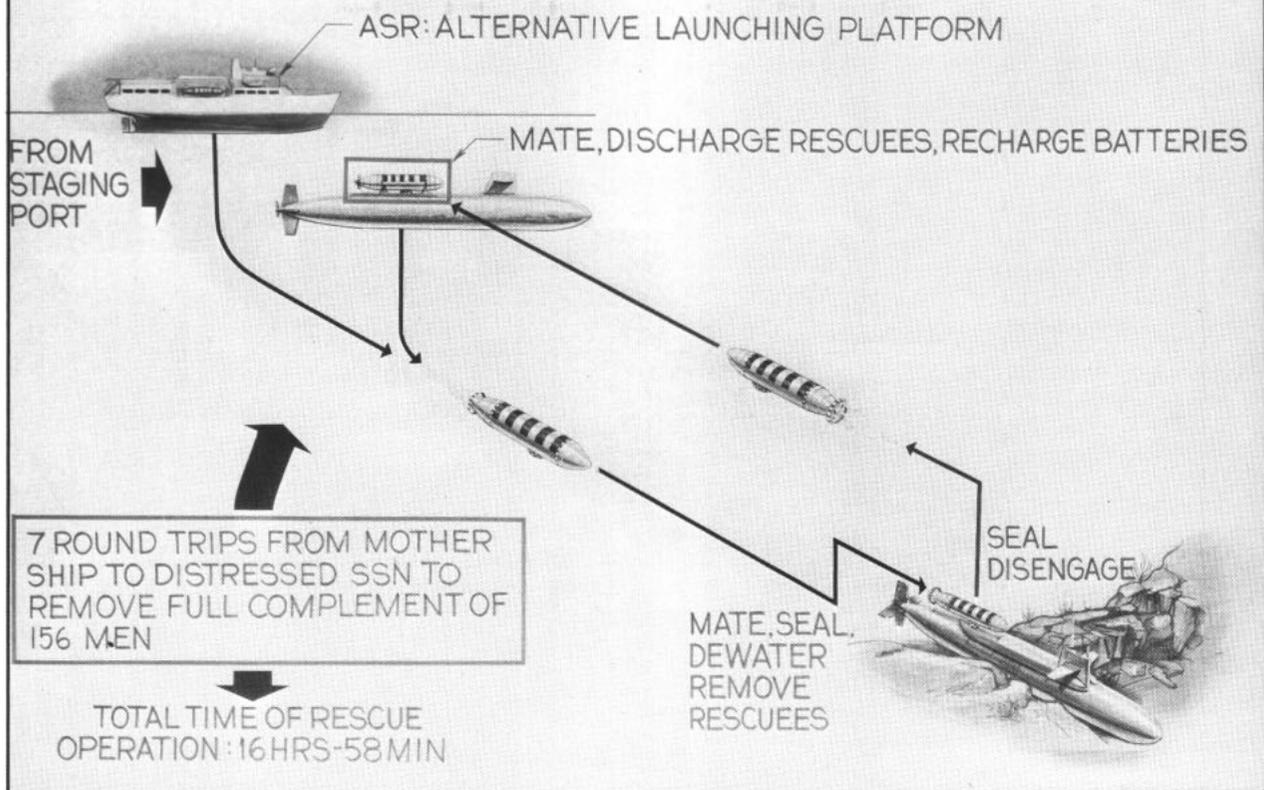
Specifications for the DSSV require that it remain submerged for 30 hours and travel at five knots with a 50 per cent reserve power supply.

To meet the demands made upon it, the pressure hull of the DSSV probably will be built of advanced materials such as titanium or high-yield steel, and synthetic foam will be used to provide necessary buoyancy.

A silver-zinc battery, if it were to be used in the DSSV, would consume more than 200 cubic feet of the rescue vehicle's space and weigh between 21,000 and 25,000 pounds.

These drawbacks indicate a need for another type of power source and the DSSV may, therefore, become the first deep submergence vehicle to employ a fuel cell as a primary power system.

DSRV RESCUE OPERATION



HERE'S HOW the Deep Submergence Rescue Vessel, under construction, will operate as part of sub rescue team.

Next year, work will begin on the development of a fuel cell power system which will provide an endurance of about 1000 kilowatt hours and maintain 50 kilowatt hours of sustained power for four hours. The cell also will be expected to produce 25 kilowatts for 32 hours out of each 36-hour mission.

Other specifications for the DSSV require that it be maneuverable and that its sensor system be capable of locating even small objects on the ocean floor.

Once the object of the search is found, the DSSV will, of course, be expected to recover it or, if it is too large for the vehicle's capabilities,

the DSSV will help other recovery devices to lift the object.

Like the submarine rescue vessel, the DSSV will also be carried piggyback on a submarine. However, the mother sub will be nuclear powered rather than diesel powered. Air transportability is not required.

Although the DSSV's development is only in the beginning stages, current plans indicate it probably will be about 50 feet long and 11 feet in diameter.

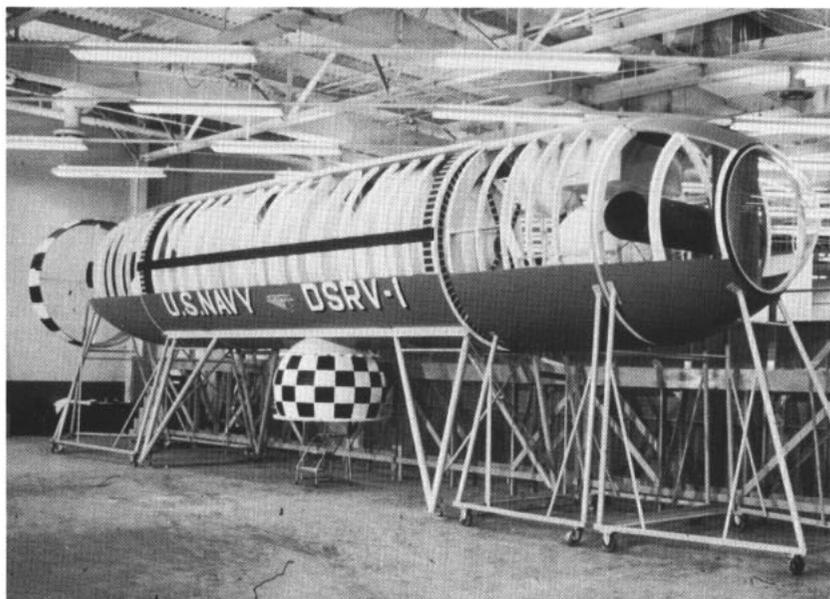
Its weight will probably be about 78,000 pounds out of water and it will carry four men—two for the crew and two for relief.

Long-range plans now call for the construction of four search vehicles—two each for the Atlantic and Pacific areas.

Large Object Salvage System (LOSS)

The Large Object Salvage System (LOSS) is another major program of the Deep Submergence Systems Project. It is needed to recover, intact from depths as great as 850 feet, large objects having a deadweight of about 1000 tons—subma-

FUEL MOCK-UP of DSRV-1 shows how real one will look when it is delivered.



rine hulls would be an example.

Rigging the submarine hull (or another salvage object) will be the hardest job to be done by LOSS. Divers, therefore, are of prime importance and helping them do their work will be the salvage system's most important function.

LOSS operations will be centered aboard a Submarine Rescue Ship (ASR) whose decompression chambers, gas supplies and personal transfer capsule will directly serve the divers.

A computerized control center in the ship will also ease the divers' work by digesting information received from the ship's lift mechanism gauges and ship bottom sensors while the salvage operation is in progress.

After the LOSS divers have rigged the salvage object for lifting, it will be raised by pontoons capable of lifting about 1000 tons and by two winches each of which can hoist 75 tons. Two barges will provide control as well as lifting power.

Eventually, the LOSS system may be capable of raising 5000 tons of



BOTTOM WORK—Bathyscaph *Archimede* and team members surface after nine-hour dive to 21,000 feet into Bronson Deep in Puerto Rican trench.

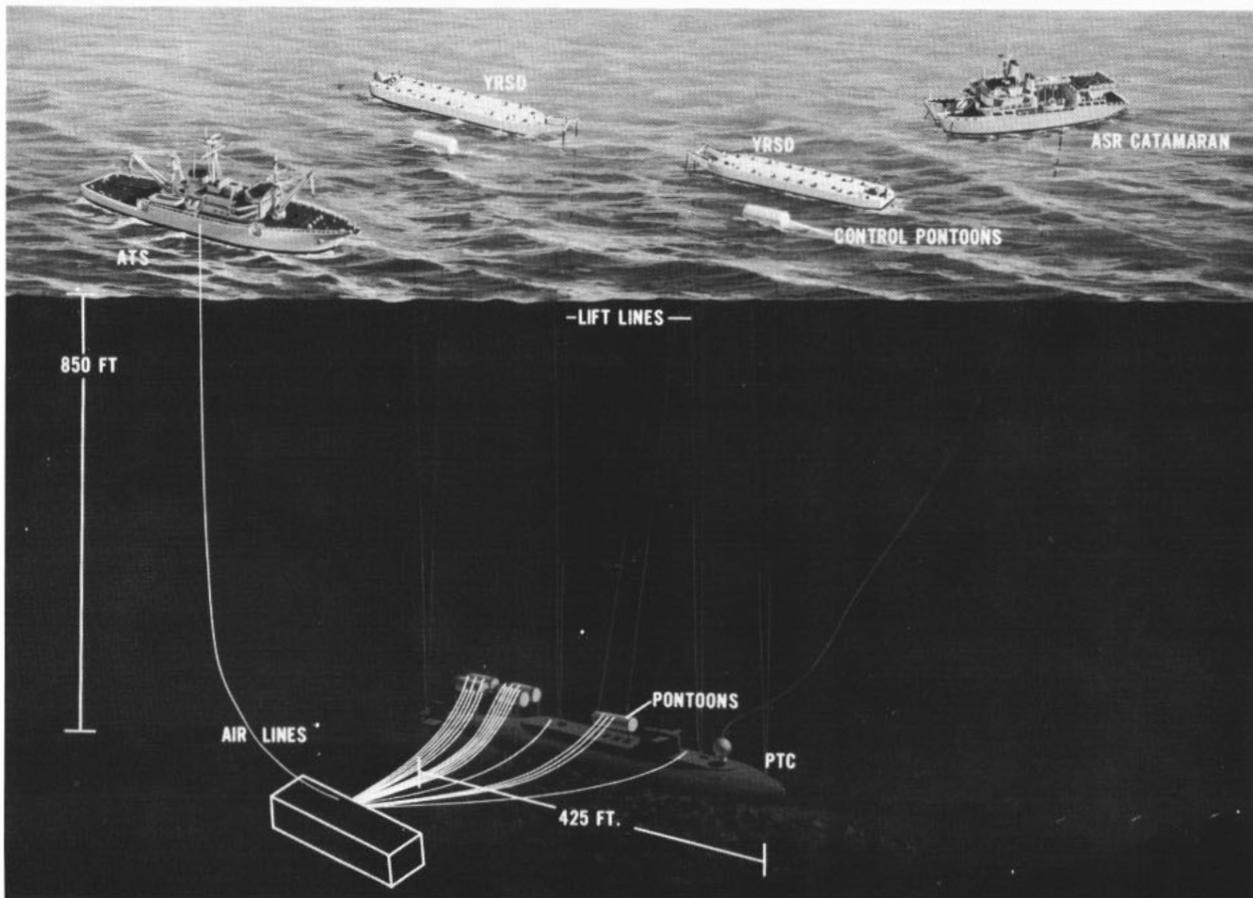
deadweight (a totally flooded submarine, for example) from depths which would collapse its hull.

If such capability ever is achieved, shipboard winches probably would do the lifting while manned submersibles would do the work

otherwise done by divers at lesser depths.

The ship would then transport the wreck beneath it until the hulk could be grounded in water no deeper than 500 feet. The wreck would then be raised to the surface.

BRING 'EM BACK—Drawing shows one plan for Navy's Large Object Salvage System (LOSS) now under development.





SACRAMENTO DELIVERS—Helicopter picks up a load of cargo for airborne delivery. Rt: Crewmembers load mail.

ONE-STOP SHOPPING

VISUALIZE a shopping center, complete with a service station, grocery store, cobbler shop and a drugstore wheeling up to your house every third day, and you'll have a pretty good picture of the fast combat support ship *uss Sacramento* (AOE 1).

If the Navy is to keep aircraft carriers and other combatant ships on the line, they must be supplied with petroleum products, ammunition, freight, mail and provisions.

With this in mind, ship designers

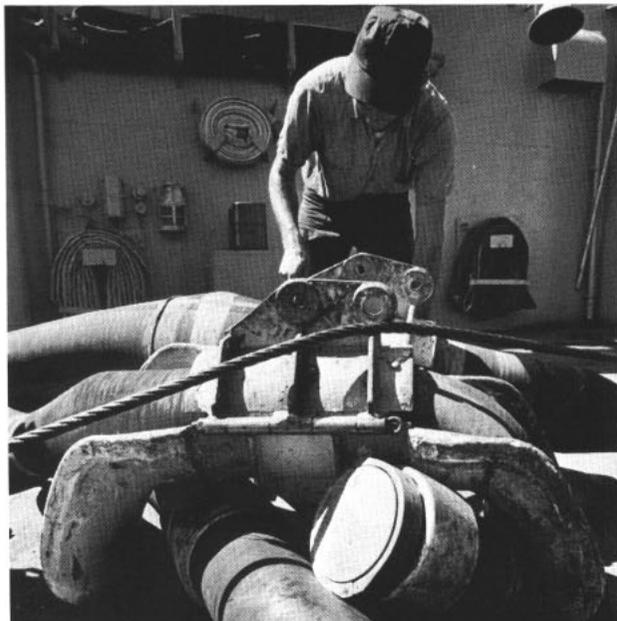
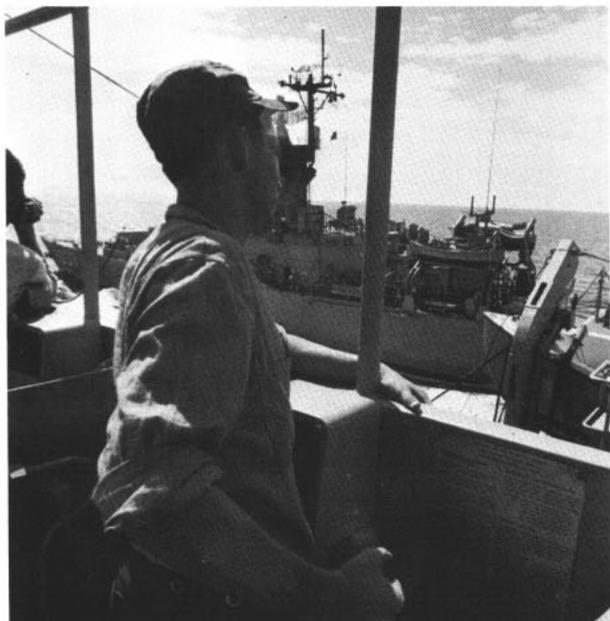
were called upon by the Navy to design a ship such as *Sacramento*, commissioned 14 Mar 1964.

Combining in one ship the functions of three major service force ships—the fleet oiler, the ammunition ship and the refrigerated stores ship, her deck layout and cargo handling equipment enable *Sacramento* to adapt to almost any situation no matter where she is or what the state of the weather. She is able to service the smallest patrol craft or the largest aircraft carrier.

Since her commissioning, it has been learned that she has been capable of far surpassing her basic expectations and has been able to include many fringe jobs not contemplated when originally designed. She can carry more oil than most oilers, more ammo than most ammunition ships, and as much food as a refrigerated stores ship.

During her third Vietnam deployment, *Sacramento* completed more than 570 replenishments and, in doing so, provided her customer ships

ON THE LINE—M. Phelps, SN, maintains tension on winch during delivery. Rt: Seaman prepares fuel line rigging.





PROVISIONS are checked out below.

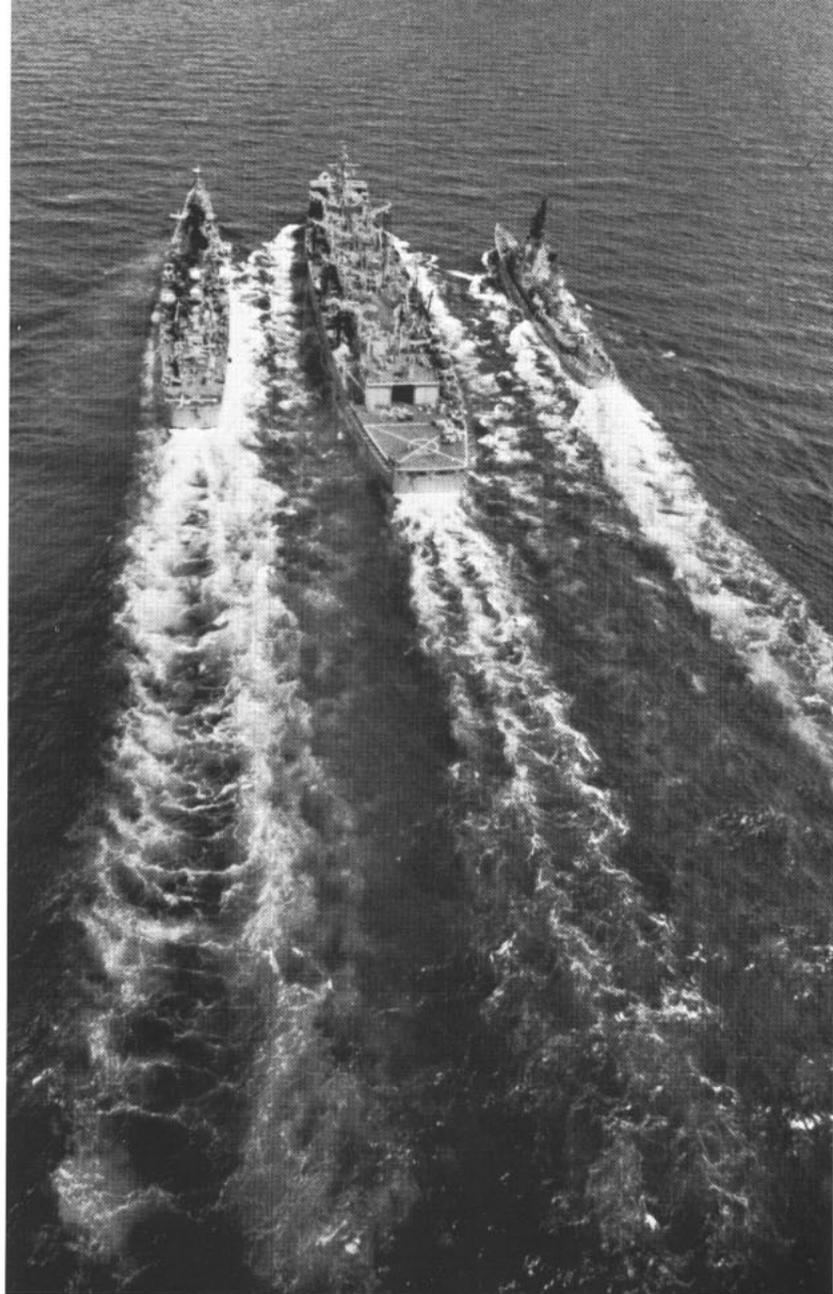
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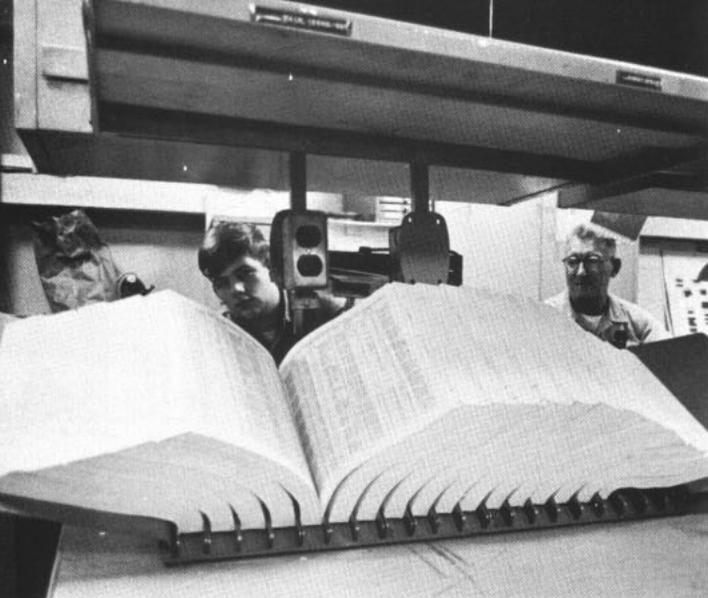
with more than 38 million gallons of aviation gasoline and more than 2000 short tons of provisions and freight.

She also provided transportation for 930 passengers for transfer to other ships, delivered 57,140 pounds of mail, supplied almost 254,000 gallons of water and transferred more than 14,000 short tons of ammo.

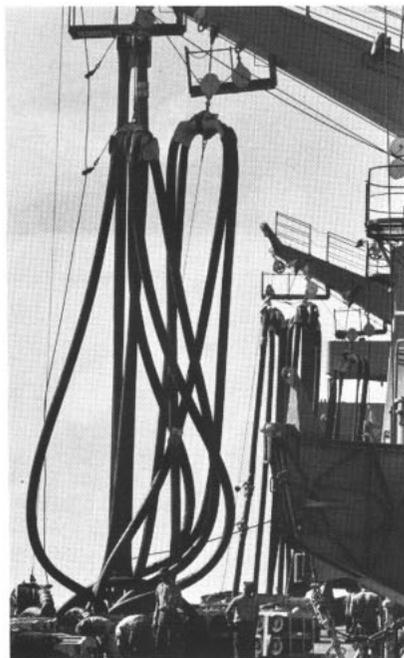
IN THE VIETNAM AREA, a typical cycle consists of from 15 to 18 days on Yankee Station, a high speed

ROUTINE—Forklift operator moves cargo to elevator. *Rt:* Fuel and cargo are transferred to *USS Hornet (CVS 12)*. *Above:* *USS Sacramento (AOE 1)* supplies *USS Boston (CA 69)* and a guided missile destroyer with necessities.





ON THE BOOKS—CWO J. J. Skapin, assistant cargo officer, and W. G. Whitlatch, SK2, plan breakout for replenishment. Rt: J. M. Gillett, MMC, issues orders to M. R. Richardson, MM3, and N. J. Adwell, MM2, USN.



run to port for reload, five to six days in port to load, then a high speed run back to Yankee Station.

While on station with ships of the 7th Fleet, the ship operates on a three-day replenishment cycle—a day with the attack carriers and their support ships, a night with the Sea Dragon cruisers and destroyers, a day through the Market Time area along the Vietnam coast, and then back to the carriers.

Sacramento is one of those newer type logistic ships which includes a helicopter flight deck, capable in this instance of supporting two jet turbine *Sea Knight* helicopters.

Helicopter cargo delivery, at rates up to 4000 pounds per minute, is performed day or night, at long or short ranges, providing services while not interfering with the tactical situation or the customer ship.

The use of helicopters permits

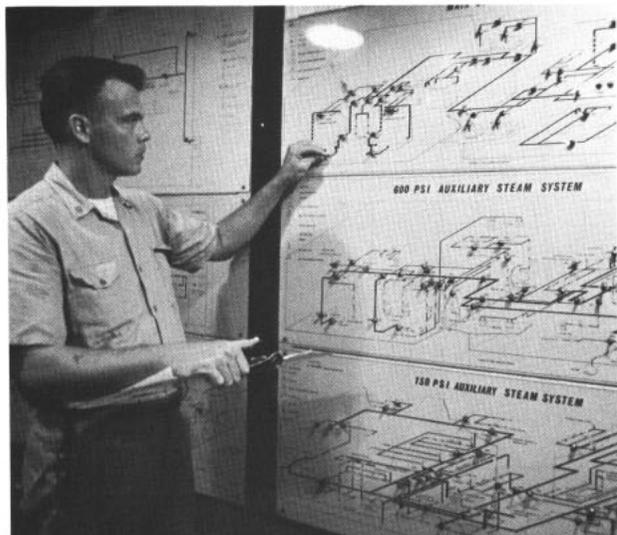
Sacramento to transfer provisions and ammunition much faster than the receiving ship can put it away. During her latest deployment, 40 per cent of all cargo was transferred by vertical replenishment.

During this deployment, the helicopters flew a total of 544 hours to provide replenishment services. The helo detachment, from Helicopter Combat Support Squadron One, based at NAS Imperial Beach, Calif., is made up of five officers and 20 crewmen.

Unofficially speaking, one of the reasons for the popularity of choppers is their ability to transfer highly perishable items such as ice cream without the problem of melting.

More formally, the helicopters meet with command approval because they are able to provide supplies to ships 40 to 50 miles from the mother ship.

ON THE GO—D. Crawford, EMFN, takes a generator reading. Rt: A. F. Smalling, ICCS, mans main steam system status board. Above: Fuel lines hang high and ready for delivery to the next customer that comes alongside.





HARD HATS—H. M. Allen, SA, pulls line to winch at one of the refueling stations aboard *Sacramento*. *Rt*: Winch rigging is readied by member of gang.



OTHER ADVANTAGES the ship has over most oilers are its fueling probes, which reduce coupling and connecting time. The probes are similar to those used for in-flight refueling of aircraft. They permit *Sacramento* to be hooked up and pumping fuel within nine minutes after coming alongside a customer ship.

She is equipped with 15 replenishment stations, with each cargo station capable of transferring a load to a receiving ship in 90 seconds.

On a normal underway replenishment, with a carrier to port and a destroyer to starboard, the 110-man deck force is able to transfer approximately 300 tons of cargo per hour.

Sacramento's cargo includes 123,700 barrels of petroleum products, 1890 tons of ammunition, including missiles, 250 tons of dry stores and 250 tons of refrigerated products,

miscellaneous cargo and mail.

A great deal of planning goes into each underway replenishment. A ship does not simply come alongside and place her order. A customer ship is required, theoretically, to place her order by message 48 hours in advance. However, emergencies do arise, and on one occasion, *Sacramento* was able to provide a destroyer with 10 tons of stores on one and one-half hours' notice.

When an order is received, the Supply Department begins planning for the breakout. For an aircraft carrier that will require 170 tons of cargo, this will mean 10 hours' work.

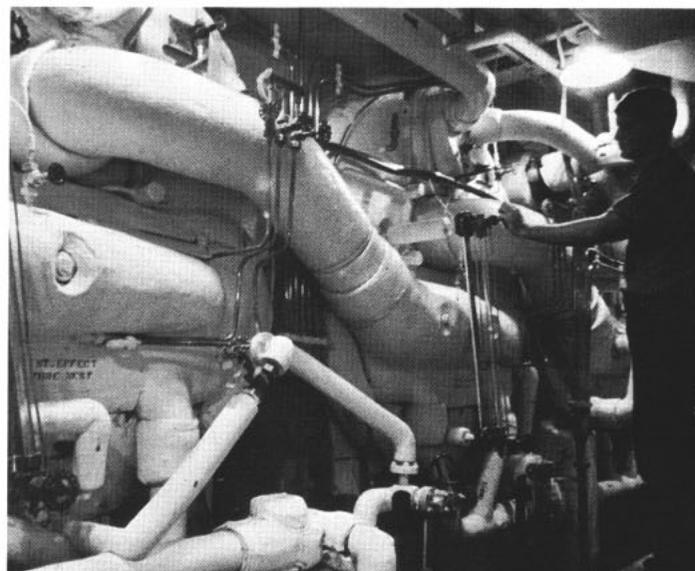
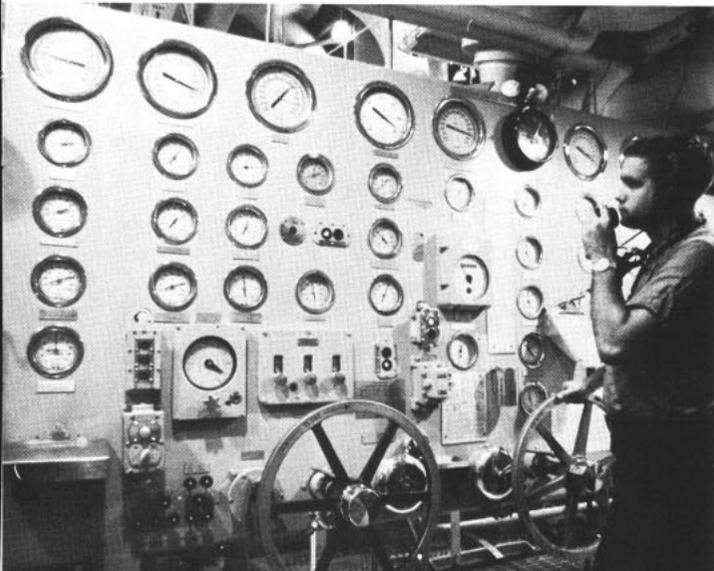
EACH DAY an UnRep/VertRep committee meeting is held in the Captain's office to plan the next day's schedule. Attending the meeting will be all key officers, including the CO,

XO, operations, weapons, aviation, supply, communications and boat deck officers and the navigator.

During this meeting each customer ship is discussed and the necessary requirements for the replenishment are assigned to the cognizant department head. Included in the discussion are such items as which fueling station will be used, which transfer station for a particular type of cargo, and what cargo will be transferred by helicopter.

At times, however, an unscheduled customer will show up. On one such occasion, a *Swift* boat came alongside *Sacramento* with a request for the purchase of a package of razor blades from the ship's store. This was followed by a (scheduled) transfer of 654 tons of ammunition to *Enterprise*.

DIALS AND WHEELS—S. J. Malayter, FA, talks with bridge at control board. *Rt*: W. E. Frazier, FA, checks evaporator.





Another major factor in aiding *Sacramento* to live up to her billing as a fast, fast combat support ship is her speed. Her engine room was designed to use two of the steam turbines originally built for the unfinished battleship *Kentucky*, capable of providing 100,000 shaft horsepower. This permits the ship to travel at speeds greater than 25 knots.

As the ship can provide replenishment day or night, the crew is often called upon to work 18 hours a day. This occurred during *Sacramento's* last deployment, when she replenished four carriers in 23 hours.

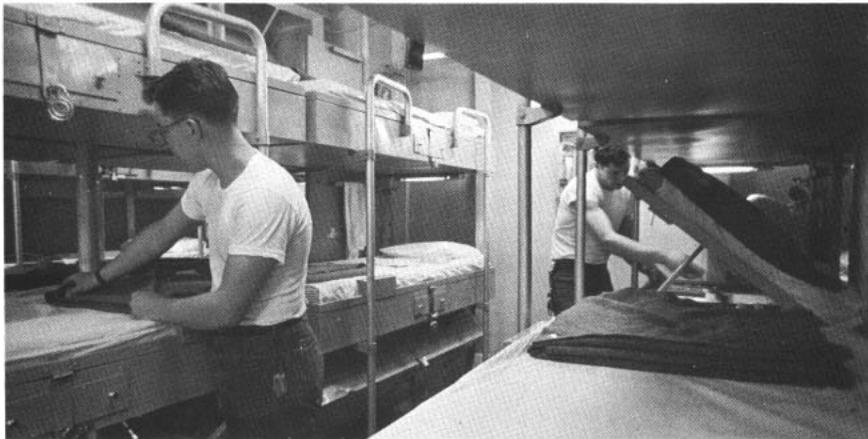
However, when the 600-man crew does have an opportunity to relax, they relax well, amidst the most comfortable and modern living conditions available aboard a military ship. All compartments are air-conditioned, and the men eat in air-conditioned mess decks.

Mealtimes can be a problem while replenishment is underway. To cope with this, hot meals are available 20 hours per day and, during this period, the galley will serve more than 2200 meals.

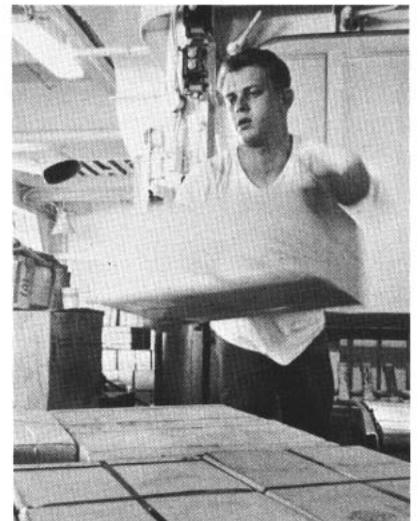
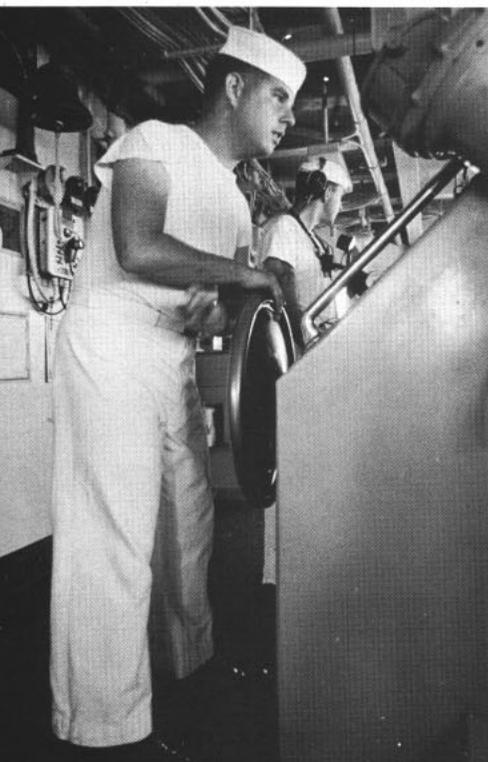
It's all a part of *Sacramento's* creed, "Ready for Service."

—Story by Bill Case, JOC, USN.

—Photos by Robert D. Moeser, JOC, USN.



FROM THE TOP: (1) *Sacramento* fuels a guided missile cruiser while underway. (2) Crewmembers square away their bunks in the modern air-conditioned living spaces aboard the AOE. (3) J. N. Poplow, QM3, serves as helmsman. (4) *Sacramento's* skipper CAPT J. W. Collier adds another number to the ship's scoreboard. (5) D. S. Silverstein, SK3, loads provisions on pallet to be conveyed topside.



Self-Contained Fix-It Shop

VIENT CONG harassment not withstanding, the Navymen assigned to YRBM 17 at Dong Tam have at least one advantage—they don't buck commuter traffic. They sleep, work and eat in their YRBM and, if anyone is under the weather, he can consult the resident hospital corpsmen.

This combination home, workshop and infirmary is a special craft adapted to the combat techniques of the Joint Army-Navy Riverine Force in Vietnam whose headquarters are also at Dong Tam—about 50 miles south-east of Saigon.

The Navy made the local scene in March 1967 and YRBM 17 arrived a month later. Assisted by APL 26, it provided support facilities to Navymen and Navy craft of the newly formed Mobile Riverine Force of River Flotilla One.

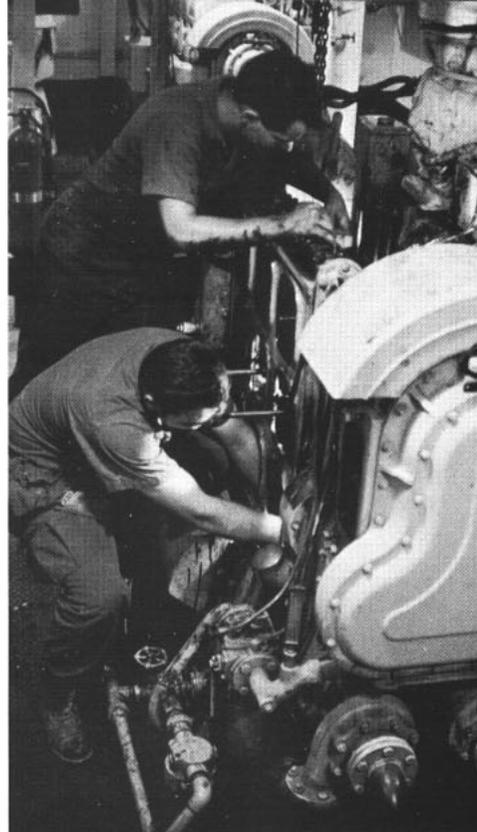
The spring and summer of 1967 were occupied principally with dredging and construction operations. During this time YRBM 17 fed more than 300 men every day.

It wasn't until October 1967 that the Riverine Force's activities increased and YRBM 17 devoted more time to her primary mission of boat repair.

There is little she can't do in this line—routine maintenance of the riverine craft, overhauling machinery, repairing hulls, making emergency repairs and modifications on other craft.

In their spare time, the men of YRBM 17 do emergency repair jobs for the River Patrol boats based at My Tho.

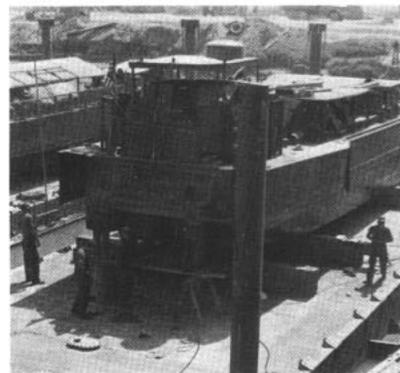
YRBM 17's crew doesn't work alone at Dong Tam. They have the help of a floating crane and three pontoon drydocks. By and large, the headquarters' reputation as a first class repair facility seems safe.



Engineman 2nd Class Theron French and Engineman 3rd Class Joseph Blankinosp check YRBM's service generators.



Repaired diesel engine is ready to be installed.



YRBM 17 crewmembers make battle repairs on ASPB (above left). RIGHT: Electronics technicians at work in the shop. BELOW: Floating crane, pontoon docks and YRBM 17 make up the repair complex.



LPH Does Double Duty In West Pac

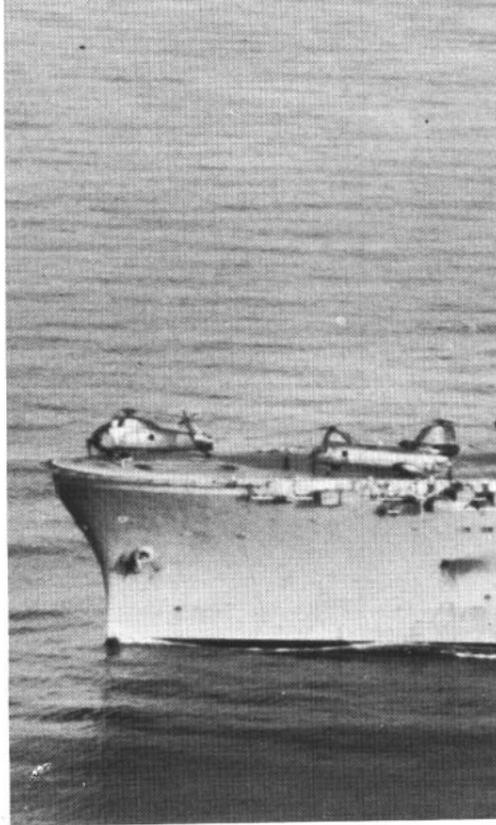
THE CONCEPT of a hospital aboard ship is not new, but in the waters off Vietnam, the U. S. Navy's helicopter assault ships (LPH) now carry complete surgical facilities with them.

USS *Tripoli* (LPH 10) is such a

ship. Designed to carry Marines to a point offshore, then shuttle them over the beach in helicopters launched from her flight deck, she is also equipped to handle the casualties of battle.

The LPH has the advantages of

MEDEVAC—An LSE directs a *Sea Knight* helicopter onto *Tripoli* flight deck for quick evacuation of wounded from Vietnam.—Photo by E. J. Filtz, JOC.



mobility, relative immunity from enemy fire and ample power, water, heat and other necessities for saving and supporting human lives.

The medical facility of *Tripoli* is similar to that of the collecting and clearing company of a medical battalion assigned to a Marine division, organized and staffed to receive a large number of casualties in a short period of time, render shock resuscitation and other emergency measures, then either return the patients to duty or move them to a larger, fixed installation for definitive care.

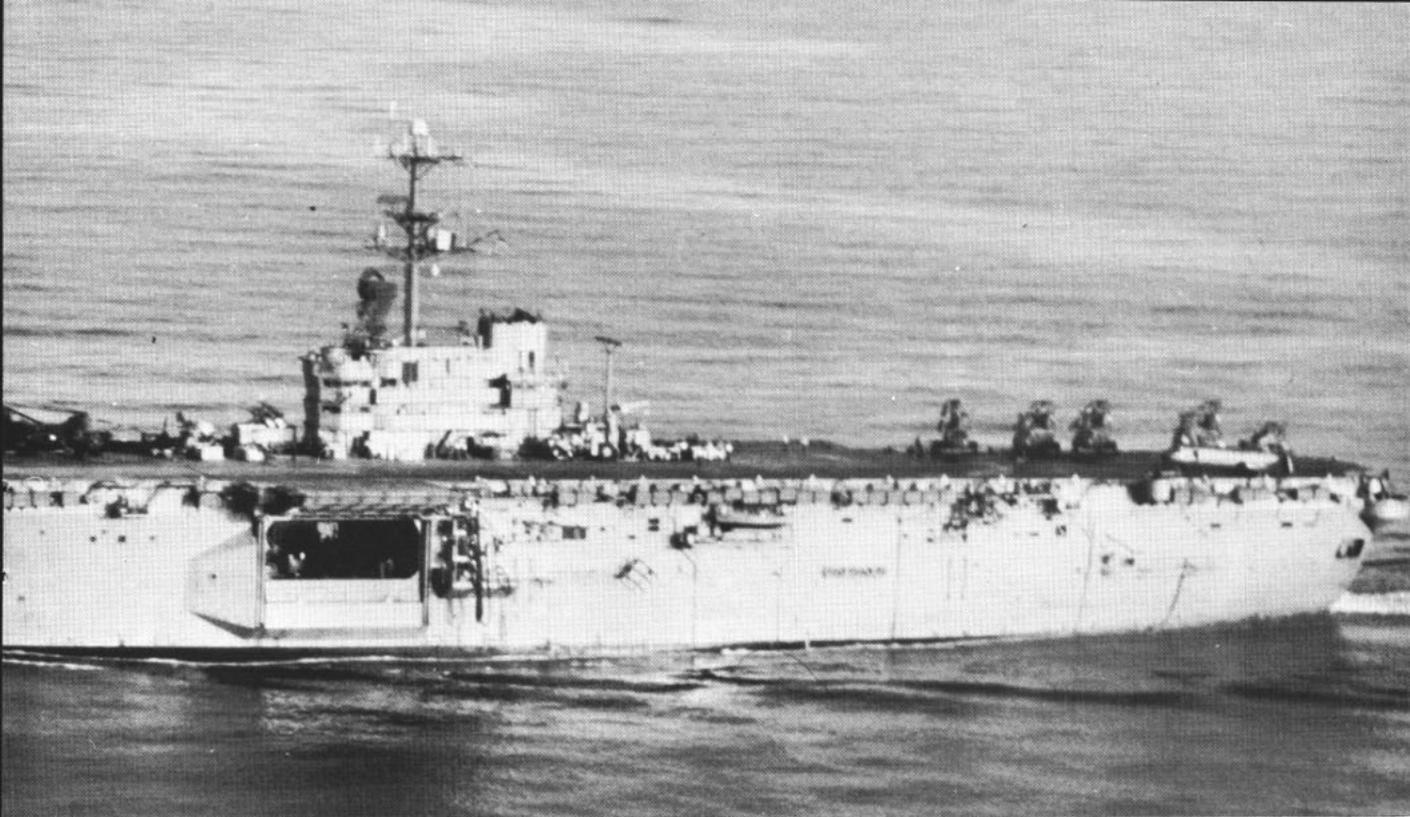
Thanks to the helicopter, a wounded Marine, a Seabee in a forward area ashore is only minutes away from *Tripoli's* "emergency room." In an average of 25 minutes, he is receiving medical attention of the kind and amount required.

IN WORLD WAR II, the average was almost nine hours, and a little over six hours in the Korean conflict.

Field hospitals in those wars could be set up only after enough of the land area had been secured and cleared of the enemy. Helicopters in Vietnam lift the wounded over the very heads of the enemy and are credited with saving the lives of many who would otherwise have died in the field.

The call "Medevac help inbound" sets off a rapid chain of events aboard the LPH.

ALL HANDS



Stretcher-bearers and corpsmen rush to their stations. When the helicopter lands on the assault ship's flight deck, medical treatment begins immediately and continues at intermediate treatment points along the evacuation route as the wounded are sped to surgery.

Along this route the man's condition is diagnosed, and wounds recorded. If he is hemorrhaging, this is stopped as soon as possible. Fluids and tetanus vaccine are administered. By the time the man reaches the doors of the operating room he is ready for surgery.

IN A RECENT engagement, 211 casualties were treated aboard the assault ship. Of these, 140 were restored to combat status by *Tripoli*. Patients who require extensive hospital care are removed from the medical facility and returned to the United States via the 22nd casualty station in Da Nang, South Vietnam.

The 250-bed facility, with its 39 Navy corpsmen and doctors, gives the ship a medical capability that could accommodate the medical needs of a small town anywhere in the United States.

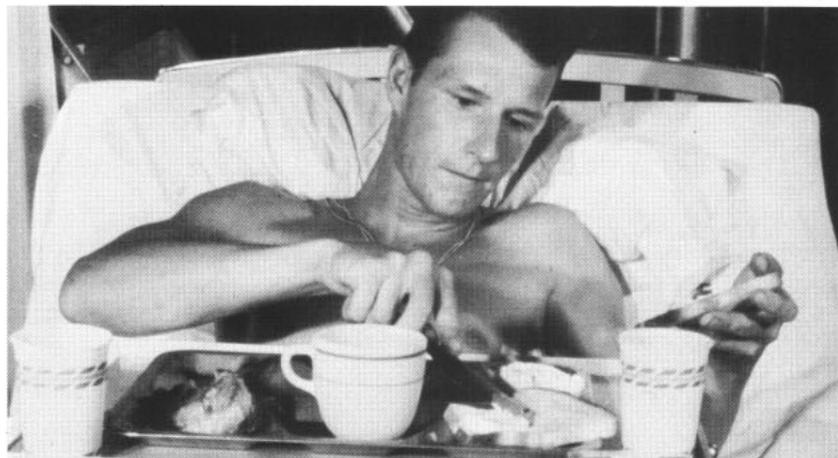
Medical services aboard *Tripoli* are not limited to U. S. fighting men alone. Members of our allied forces are treated aboard the assault ship as are Vietnamese civilians and even captured enemy troops.

DECEMBER 1968

HELO ROOST—*USS Tripoli* (LPH 10) has assumed the role of hospital ship in addition to regular duties. Below: Casualties are brought to *Tripoli* by helicopter for immediate and complete medical care.—Photo by E. Filtz, JOC.



ON THE MEND—Jack Minter, LCpl, USMC, enjoys a hearty Navy meal aboard *USS Tripoli* while recovering from shrapnel wounds inflicted by booby trap.





NEW MEMBERS—Recently commissioned *USS John F. Kennedy* (CVA 67) undergoes trials. Below: Nuclear attack sub *USS Seahorse* (SSN 669) hits water.



CHANGES IN THE FLEET:

The composition of the Fleet continues to undergo change, as new ships are added to the roster, and others deleted. Recent changes include three commissionings and four launchings, while several veterans have retired from active service.

Commissioned were:

- The nuclear-powered attack submarine *uss Hammerhead* (SSN 663), at Newport News, Va.

The new sub is 292 feet long, with a beam of 31 feet and a standard displacement of 4000 tons. A *Sturgeon*-class deep-diving submarine, she has accommodations for 10 officers and 85 enlisted men.

Hammerhead was launched on 14 Apr 1967.

- *uss Dolphin* (AGSS 555), a deep-diving research submarine, at Portsmouth, N. H.

Dolphin is capable of both advanced military research and basic oceanographic research. She is 150 feet long and displaces 900 tons. The sub is capable of carrying over 12 tons of oceanographic equipment, and will enable scientists to conduct research studies at deep depths.

Dolphin was launched on 8 Jun 1968. She will be homeported at Norfolk, Va.

- The guided missile destroyer *uss Mitscher* (DDG 35), at the Philadelphia Naval Shipyard.

ALL HANDS

First commissioned in 1953 as a destroyer leader (DL), *Mitscher* served as an operating unit of both the Atlantic and Mediterranean Fleets. Decommissioned in 1966, she has been converted and redesignated a guided missile destroyer.

Mitscher's modernization included the addition of missiles.

Mitscher is 493 feet long, with a beam of 50 feet. She displaces 5200 tons fully loaded. She will carry a crew of 318 enlisted men and 18 officers.

Launched were:

- The destroyer escort *Lockwood* (DE 1064), at Seattle, Wash.

Designed for locating and destroying submarines, *Lockwood* also is suited for a variety of other missions, including search and rescue, patrol, blockade, and surveillance.



HAIL & FAREWELL

- The amphibious transport dock *Trenton* (LPD 14) at Seattle, Wash. LPD 14 is designed to transport and land a balanced load of troops and vehicles, either by embarked landing craft or by amphibious vehicles augmented by helicopter lifts. This design provides the tactical advantage of having troops and their combat equipment in the same ship, rather than divided among personnel transports and cargo ships.

Trenton's over-all length is 569 feet, nine inches. Her beam is 84 feet.

- The oceanographic research ship *Melville* (AGOR 14), at Bay City, Mich. *Melville* is the first of a new generation of Navy-sponsored research ships. She is 244 feet, 10 inches long, with a beam of 46 feet. She displaces 2075 tons, and has a full-load draft of 15 feet, six inches. A maximum of 60 scientists and crewmen can be accommodated aboard.

Melville has a propulsion system that incorporates two cycloidal propellers, one at the bow and one at the stern, designed to meet the exacting demands for maneuverability. This type of propeller makes it possible for the ship to move sideways as well as forward and backward. This permits maintaining station at sea in 35-knot winds and heavy seas.

The research ship will be operated by the Scripps Institution of Oceanography at the University of California.

- The nuclear-powered attack submarine *Seahorse* (SSN 669), at Groton, Conn. *Seahorse* is 292 feet long, with a 31-foot beam. She displaces 4300 tons submerged.

Leaving the active Fleet were:

- The high speed transport *uss Bassett* (APD 73), transferred to the Government of Colombia under the Military Assistance Program. The ceremony took place at Boston Naval Shipyard.

Bassett was commissioned 23 Feb

1945. She was named for Ensign Edgar R. Bassett, a naval aviator attached to *uss Yorktown* (CV 5), who was killed in June 1942 during the battle of Midway.

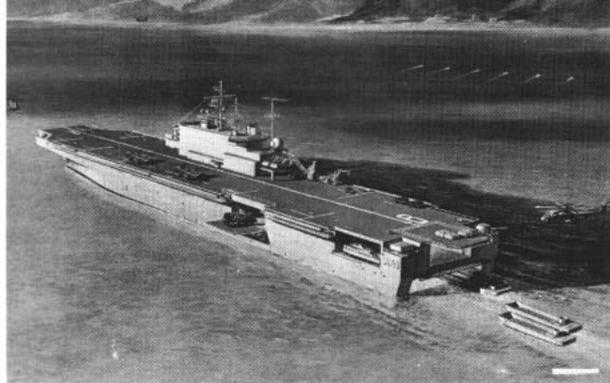
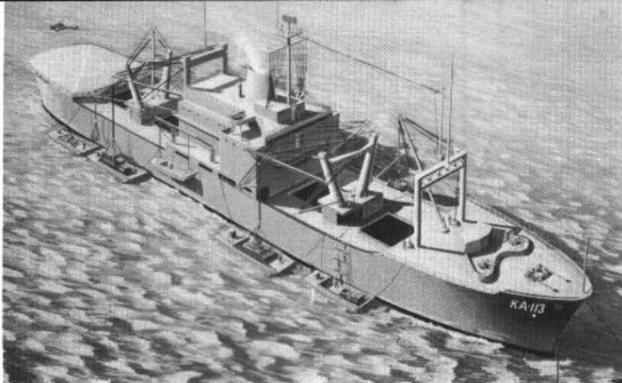
- The tank landing ship *uss Churchill County* (LST 583), inactivated at Orange, Tex.

Launched in July 1944 and commissioned that fall, *Churchill County* made her first cruise down the Ohio and Mississippi rivers. She served in the Pacific Third and Seventh Fleets from 1944 to 1946, when she was decommissioned.

Recommissioned in 1960, *Churchill County* was transferred to the At-

DEEP DIVER—*USS Dolphin* (AGSS 555) shown above is a deep-diving research submarine. Below: New supply ship *USS Wichita* (AOR 1) gets wet.





SHIPS OF TOMORROW—Artists' conceptions illustrate new class of attack cargo ship *USS Charleston* (AKA 113) and new general purpose amphibious assault ship (LHA), combining features of (LPH), (LPD), (AKA) and (LSD).

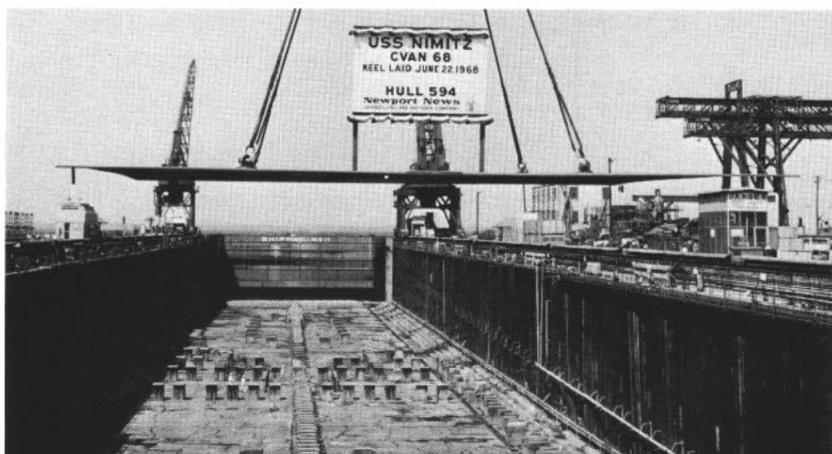
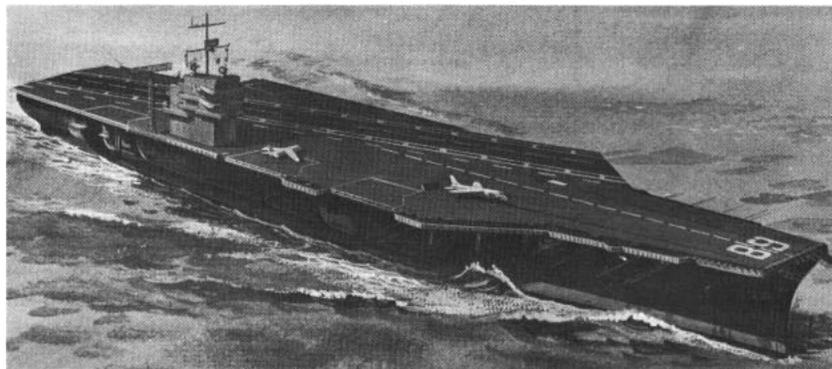
lantic Fleet's Amphibious Force in 1963 and was homeported at Little Creek Naval Amphibious Base.

The ship has regularly deployed to the Panama Canal Zone as a unit of Tank Landing Ship Division 41 to provide operational services in that area for the U. S. Southern Command.

- Three veteran Atlantic Fleet Service Force ships, the technical research ship *uss Liberty* (ATGR 5), the refrigerated stores ship *Aldebaran* (AF 10), and the fleet oiler *Kankakee* (AO 39).

Liberty began her career in 1945 as the maritime victory ship *Simmons Victory*, and remained active until 1958. She was commissioned as a Navy technical research ship in December 1964, homeported at Norfolk Naval Base.

STARTING POINT—Keel assembly for nuclear powered aircraft carrier *USS Nimitz* (CVAN 68) is lowered into place. *Top*: How the carrier will look.



She has not been to sea since returning to the U. S. following the rocket and torpedo attack on her by Israeli forces.

The Norfolk-based *Aldebaran*, formerly ss *Staghound*, was commissioned in December 1940. After completing an impressive replenishment record in the Pacific during World War II, she was transferred to the Atlantic Fleet, where she has spent the remaining 22 years.

Kankakee, homeported at Newport, was purchased from the Maritime Service force and commissioned in May 1942. During her career, she replenished the attacking forces during World War II and the Korean conflict. She also supported naval forces during the Cuban blockade. *Kankakee* was decommissioned twice previously, in 1955 and 1957. She

has been in the active Fleet since 1961.

Liberty and *Aldebaran* will be berthed at Norfolk Naval Shipyard, while *Kankakee* will be mothballed at Philadelphia Naval Base.

- The attack transport vessel *uss Bayfield* (APA 33), after 25 years' active service.

In 1942 *Bayfield* was constructed as the merchant ship *Sea Bass*, but was converted to a troop transport and commissioned in November 1943.

Her first combat duty was as flagship for the amphibious invasion of Normandy, her last an amphibious assault in Vietnam. In between she was at Iwo Jima, participated in the landings at Inchon, was the last American warship to visit the port of Shanghai, and joined the task force in the Caribbean during the Cuban crisis.

- The submarine *uss Redfish* (SS 395), at San Diego, Calif.

Redfish was the last Fleet type submarine to serve on active duty. The Fleet type submarine emerged in 1938 when Congress authorized the building of the submarine *uss Gato* (SS 212), first of her class.

Redfish served the Navy for 24 years. She was commissioned on 12 Apr 1944, and saw action five months later. On her first war patrol in August 1944, *Redfish* sank five ships including a destroyer, and damaged three others, for a total of 60,000 tons.

On her second and last war patrol, *Redfish* sank a large aircraft carrier, damaged a second carrier, and two freighters. Enemy countermeasures forced *Redfish* to the bottom in 230 feet of water, and depth charging forced her to return to port with heavy leaks.

In 1950 *Redfish* made a seven-month patrol in Korean waters. She has made many extended deployments to the Seventh Fleet.



Helicopters of HS 8 fly by in formation.



Sea King helo performs rescue mission.



HS 8 on station for Apollo capsule pickup.

'ROGER, AND OUT'

HELICOPTER Antisubmarine Squadron Eight is due to be decommissioned this month. The squadron was established on 1 Jun 1956, and has been headquartered at NAAS Ream Field, Imperial Beach, Calif.

During its many deployments to WestPac, the squadron's helicopters were used for search and rescue,

medical evacuation, and vertical replenishment of ships in the Tonkin Gulf, to name a few of their numerous jobs.

These photographs depicting the various activities of HS 8 personnel and their SH 3A *Sea King* helos are presented as a tribute to the squadron as it leaves the Navy.

—Photos by Ray C. Evans, PH1

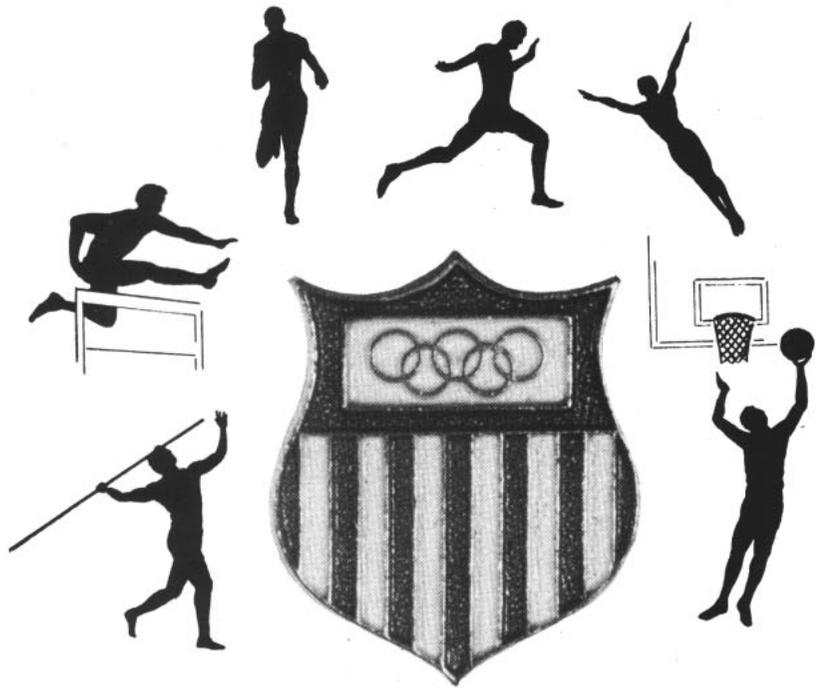
Copter from HS 8 flies over ships with the Seventh Fleet.



Crewman is photographed on flight before squadron decommissioning.



A SALUTE TO: BARRETT, HOUGH, ROBINSON, WRIGHTSON



Four Navymen saw the United States flag raised in their honor during award ceremonies at the 19th Olympiad held in Mexico City.

Seaman Michael Barrett and Seaman Apprentice Bernie Wrightson earned Olympic gold medals for victories in basketball and diving, respectively.

Silver medals were won by Airman Albert Robinson, featherweight boxing, and LTJG Lawrence Hough, for rowing, in pairs-without-coxswain competition.

Eight Navymen participated in Olympic competition and the two gold and two silver medals earned by them represent a good harvest for the U. S. team. All hands congratulate the eight Navymen who made U. S. Olympic teams, and especially the four medalists.

For an earlier roundup of Navy Participation in the Olympics, see the November issue (page 24).

Basketball

Seaman Michael Barrett joined the Navy champions, winning a gold medal in Olympic competition when the United States basketball team defeated the Yugoslavia cagers in the finals, 70-65.

Barrett, stationed on the ComSubLant staff at Norfolk, played forward for the undefeated U. S. team. By remaining undefeated, the U. S. cagers brought their string of wins to 75 in Olympic competition. The American basketball team was a

question mark when competition began, and was supposed to have trouble with several squads in the seven-game elimination tourney.

The question mark was resolved,

however, when the U. S. representatives easily rolled over opponents in early games. The biggest scare for the American cagers occurred in their seventh game when they met Puerto Rico. The fired-up Puerto Rico entry came within three points of the favored U. S. quintet in the final moments of the game before the U. S. rallied to take the contest, 61-56.

Brazil was their semifinal opponent, and the U. S. easily defeated the South American team, 75-63. In a surprising semifinal game, Yugoslavia edged the Russian team, 63-62, to move into the final contest against the United States team. The U. S. took the gold medal, Yugoslavia took the silver award and Russia settled for the bronze medal.

Mike Barrett was instrumental in the success of the United States team in the Olympic battle, adding his brand of heads-up basketball and his point total to the U. S. cause. He was selected to represent the U. S. in Mexico City following his excellent play in the Interservice basketball championships at Maxwell Air Force Base. Seaman Barrett was a member of the 1968 All-Navy basketball champion SubLant Sea Raiders. He represented the Navy on the interservice team during the 1968 National AAU tournament, and later toured Europe with the AAU team. In 1967, he played on the U. S. basketball team in the world tournament.



Gold medal winner Seaman Michael Barrett

Diving

Seaman Apprentice Bernard C. Wrightson wore swimming trunks and a smile when he climbed the ladder for his last dip into the pool at Mexico City.

The 24-year-old Navyman had virtually wrapped up the men's three-meter springboard diving competition of the 1968 Olympic games. Despite his lead, the tension and excitement of Olympic competition was apparent as he vaulted from the springboard in his final attempt. The marks of his final dive, awarded by judges, were among the highest of the day, giving him a total score of 170.15 and the Olympic Gold Medal. His winning margin, more than 10 points ahead of the silver medalist, was the highest for that event in 40 years of Olympic competition.

Bernie Wrightson joined the Navy in December 1967, after receiving a Bachelor's Degree in psychology from Arizona State University. While competing in diving competition at the University, he won the NCAA springboard title. He has also won eight AAU titles including the 1968 AAU outdoor springboard competition. He is no stranger to international competition, having six international diving titles to his credit, including first place in the 1967 Pan-American Games springboard competition.

Bernie Wrightson qualified for the U. S. diving team while stationed at Long Beach when he placed third in the Olympic trials. By winning the Gold Medal, Wrightson helped to continue a tradition of U. S. domination in Olympic diving competition.

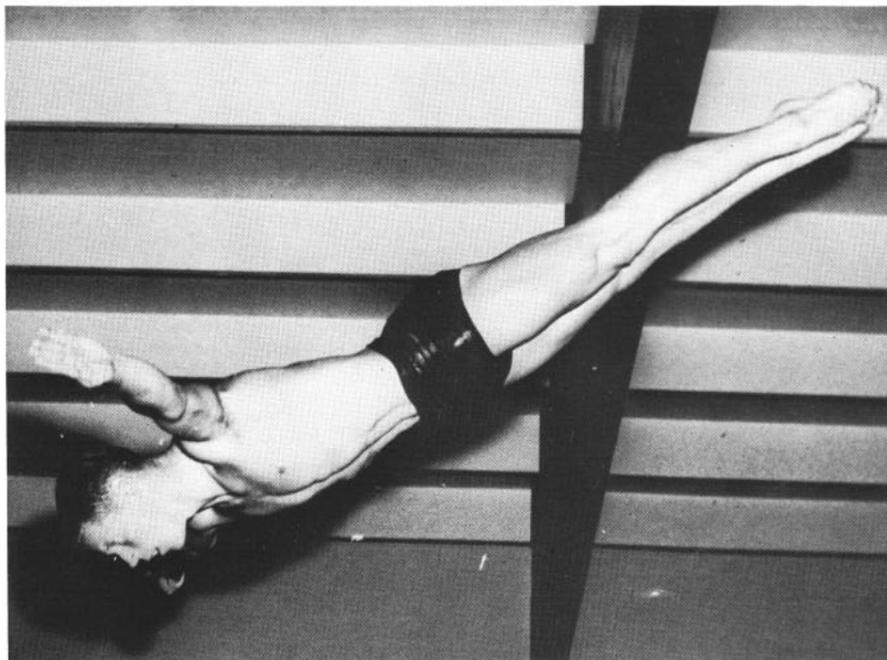
Boxing

All-Navy featherweight champion Airman Albert Robinson earned the silver medal for his weight division in Mexico during the 19th Olympiad.

The 21-year-old Navyman, stationed at Alameda, lost the gold medal to Antonio Roldan of Mexico in the final bout.

Robinson scored a split decision over Ivan Michailov of Bulgaria to advance to the final featherweight fight.

The 125-pound Navy fighter won his weight class title at the 1968 Olympic Boxing Trials where he was selected for the U. S. Olympic training camp. He won first place in the 1968 CISM games, and placed third



Seaman Apprentice Bernard Wrightson demonstrates Olympic Gold Medal form as he prepares to enter the water during practice dive.—Photo by Ross Welser.

last year in the Pan American games. In 1966, Robinson won his first All-Navy boxing title, and then went on to take the World Military boxing crown for his weight class. Going into the Olympic competition, he had 142 bouts with 123 victories to his credit.

Rowing

Lieutenant (jg) Lawrence Hough took a busman's holiday during the 1968 Olympic games in Mexico City and brought home a silver medal for a souvenir.

Hough was on the water in Mexico, participating in the rowing competition for the U. S. team. He teamed with Anthony Johnson of Arlington, Va., in the pairs-without-coxswain crew races.

The twosome made an impressive comeback to win their semifinal race by a full length over the Danish crew. Hough and Johnson paced themselves and caught the Danish pair with 250 meters to go, outdistanced them and held the lead to win. Their winning time, which placed them in the finals, was 7:21:50.

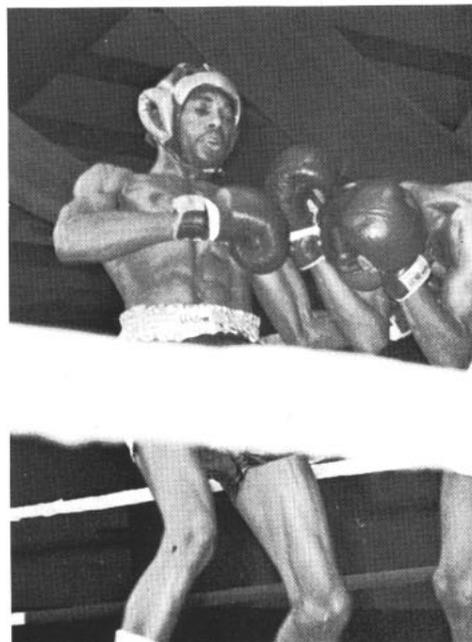
In the finals of the pairs-without-coxswain, the U. S. team was nipped at the wire in a photo finish by the East German crew, who took the gold medal with a time of 7:26:56. The U. S. team crossed the finish line for the silver medal in

7:26:71.3, well ahead of the bronze medalist from Denmark.

Lawrence Hough and Anthony Johnson are the reigning European champions and the current Pan American Games winners. LTJG Hough, stationed at Naval Command Systems Support Activity, has many rowing titles to his credit, including the 1968 National pairs with and pairs without coxswain.

—Larry Henry, JO2, USN

Silver medalist Airman Albert Robinson



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

They're Sure of a White Christmas

Operation Deep Freeze 69 began in October with the austral summer's first flight from Deep Freeze advance headquarters in Christchurch, New Zealand, to McMurdo Station, Antarctica.

Since then more than 2000 men from the Navy, the Coast Guard and other U. S. armed forces, together with members of more than a dozen specialized scientific units, have assembled on the icy continent. They are taking advantage of relatively favorable weather conditions between October and March, the Antarctic summer.

During these six months, men and supplies arrive by air and sea over an 11,000-mile supply line from the U. S. to support the National Science Foundation's scientific research, now in its 14th year in Antarctica.

At the outset of DF 69, there were 263 Navymen and scientists of the Deep Freeze 68 wintering-over party working at the isolated American stations. Most of these men have since returned to the U. S. Their replacements, now numbering more than 1000, have been flown by ski-equipped *Hercules* aircraft to the ice-cap sites—Byrd, South Pole and Plateau. A path to Palmer Station, on a small island off the Antarctic Peninsula, inaccessible by air, is slated to

be blazed by icebreaker sometime this month.

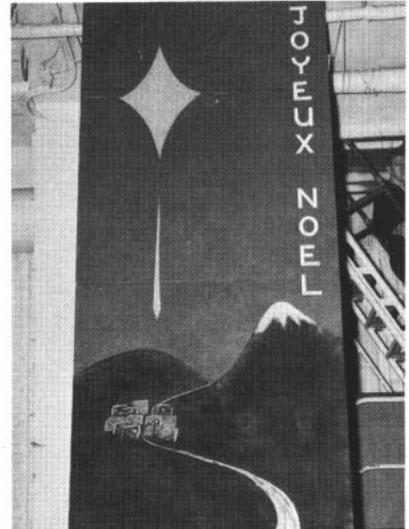
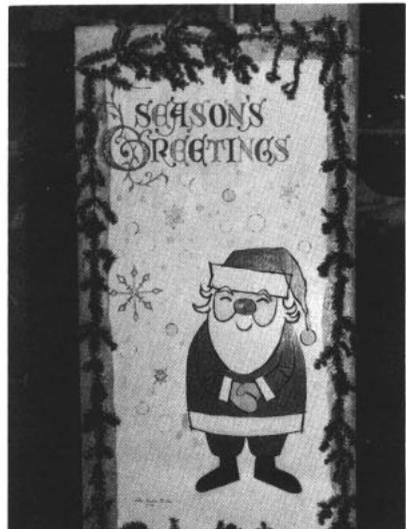
Three summer-only stations were also scheduled to be opened early in the season. They are Williams Field Air Terminal near McMurdo Station, Hallett Station on the coast of the continent, and Brockton Station on the Ross Ice Shelf.

Making up the Deep Freeze Task Force 43 command this season are these activities:

- Antarctic Support Activities, headquartered in Davisville, R. I., maintains the stations on the ice.
- Air Development Squadron Six (VX6), based at NAS Quonset Point, R. I., serves as the Antarctic air arm with its *Hercules* and *Constellation* aircraft, and LH-34 helicopters.
- Construction Battalion Unit 201 from Davisville.
- An Army aviation helicopter detachment from Ft. Eustis, Va.
- A Military Airlift Command detachment delivers personnel from the United States to New Zealand, and cargo from New Zealand to McMurdo Station.
- A Naval Nuclear Power Unit from Ft. Belvoir, Va., operates the nuclear reactor which provides McMurdo with light, heat and fresh water.



CARRIER GREETINGS—Giant Christmas cards were made by various departments aboard *USS Franklin D. Roosevelt (CVA 42)* and were displayed in hangar bay. This idea used by the carriermen last year is being followed by crews of other ships during this Yuletide season.



Aircraft deliver less than five per cent of the supplies used in Antarctica, whereas more than 95 per cent of the cargo destined for American stations is carried in ships. This season the ships are expected to reach McMurdo in January and February through a channel cut in the annual ice by Coast Guard icebreakers.

On the Deep Freeze ship roster are four icebreakers and three Military Sea Transportation Service cargo carriers. All four icebreakers—*Glacier* (WAGB 4), *Burton Island* (WAGB 283), *Southwind* (WAGB 280), and *Edisto* (WAGB 284)—now belong to the Coast Guard.

The United States naval ships are USNS *Wyandot* (AKA 92), *Pvt. John R. Towle* (T-AK 240), and *Alatna* (T-AOG 81). A Royal New Zealand Navy tanker, the *Endeavour*, is also lending support by hauling POL from New Zealand to McMurdo. A detachment from Cargo Handling Battalion Unit One unloads and loads all supplies from ships in Antarctica.

At the various research locations scattered over the continent, scientists working with the United States Antarctic Research Program (USARP) planned these studies:

- A scientific survey in Ellsworth Land.
- An oceanographic expedition in the Weddell Sea.
- A series of aerial photographic flights by VX 6 for mapping purposes.
- Operations on board the new National Science Foundation research ship *Hero* in the Antarctic Peninsula area.

• Analysis of ice cores brought up at Byrd Station last season.

There will be about 50 scientific projects undertaken during the six-month season.

In addition to providing support



MOBILE HARBOR—Dock Landing Ship USS Comstock (LSD 19) cruises in Vietnamese waters with Task Force 76, U. S. Seventh Fleet Amphibious Force.

for USARP projects, the Operation Deep Freeze party planned to witness the landing of the second C-141 *Starlifter* jet ever to visit Antarctica, and to welcome the arrival of a fifth LC-130 *Hercules* for VX 6.

Perhaps the most significant project on the list of must-do assignments for the construction crew during this antarctic summer is the task of completing the largest building in Antarctica. It will house McMurdo Station's entire winter-over population.

Other countries with active stations in Antarctica this season are the Soviet Union, Australia, Great Britain, New Zealand, Argentina, Chile, Japan, South Africa, and France.

Under the multilateral Antarctic Treaty, the continent is dedicated exclusively to peaceful purposes. Military forces are used solely to provide logistic support for science and international cooperation.

Amphibious Comstock

Amphibious ships come in a variety of shapes and sizes. Each has accommodations for troops and their battle gear and each brings to an Amphibious Ready Group the capability for launching its payload and providing specialized support to amphibious operations.

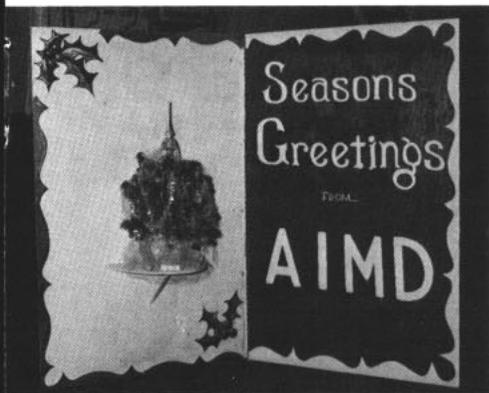
One such ship of the Seventh Fleet Amphibious Force is *uss Comstock* (LSD 19), a dock landing ship, better described perhaps, as a floatable, floodable, combination mobile harbor and parking lot with a roof-top helicopter flight deck.

Her specialized support includes the employment of a UDT team for underwater demolition and beach surveys, and beachmaster service for orderly control of the landing force once it reaches shore.

Able to flood, either partially or completely, her cavernous well-deck, *Comstock* moves into coastal waters, ballasts down, opens her 40-ton tailgate, lets the sea rush in, and sends her waterborne landing craft loaded with troops and equipment heading for shore. Land vehicles and other such equipment are kept high and dry in the forward section of the unflooded well-deck.

A typical *Comstock* payload consists of two platoons of five 52-ton M-48 tanks and five ONTOs mechanized recoilless rifle batteries; tracked forklifts, cranes and other specialized vehicles; one 180-ton and two 60-ton landing craft used to move equipment from ship to shore.

Normally, the major offload occurs on the first day of the operation.



Thereafter, *Comstock* continues to support the beached troops by shuttling ashore about 300 tons of ammunition and equipment each trip.

Apart from this type support, any of the Amphibious Ready Group ships may pick up additional tasks in conjunction with combat operations going on elsewhere. *Comstock* is no exception.

For instance, shortly after enemy forces overran the provincial capital of Hue during the Tet offensive in Vietnam, LSD 19 received a hurry-up call to deliver ammunition to U.S. and Vietnamese troops around the city. While she made her approach to the nearby coast, giant CH-53 helicopters plucked slingload after slingload of ammo from her flight deck and ferried them ashore.

There are other occasions. Sometimes *Comstock* is used to deliver newly repaired Navy *Swift* boats to Vietnam waters from Subic Bay in the Philippines, or to transport replacement helicopters from Okinawa to Da Nang.

It's all part of being ready.

Pollux Out On 26

The general stores issue ship *uss Pollux* (AKS 4) will soon end a distinguished naval career of over 26 years. She is to be decommissioned and scrapped.

For the past 10 years *Pollux* has been strictly an Asiatic ship, since she is homeported in the Far East,

and hasn't been back to the States since 1958.

AKS 4's last months were a period of outstanding achievement. The ship was awarded the Meritorious Unit Citation by the Secretary of the Navy, won the Battle Efficiency "E," broke records for ships of her type for replenishing other ships at sea, and was rated outstanding in operational readiness and supply inspections.

Pollux will be missed in WestPac.

In the two years from July 1965 to July 1967, she accomplished 768 underway replenishments and 1133 in-port replenishments, issuing 224,951 items.

Pollux began her career as a civilian merchantman, *Nancy Lykes*, in 1942 and was acquired by the Navy that same year.

After operating and surviving in the German U-Boat-threatened Atlantic for over a year, she was transferred to the Service Force of the Pacific Fleet in August 1943. By the end of World War II, *Pollux* was already a veteran Far East campaigner after having participated in operations in New Guinea, the Admiralty Islands, and the Philippines.

Ever since steaming through the Panama Canal in 1943 *Pollux* has been a valued member of the Pacific Service Force, with the exception of a short period in 1950 during which she languished in mothballs. The Korean conflict ended that temporary retirement.

Indra in Vietnam

Nine days after the decision was made to send *uss Indra* (ARL 37) to Vietnam, she was underway. On board was a new crew who had seen scarcely three months' sea pass under her recommissioned keel.

Equally new was the job they were about to tackle: outfit and modify, as well as repair battle damage to assault craft assigned to the Mobile Riverine Force operating in the Mekong Delta.

From their anchorage at the Cat Lo naval base near the key port, Vung Tau, the crew set about to convert World War II amphibious landing craft with modified gun mounts and main engines so that they might better fit into the niche of close-quarter fighting that's so prevalent in the Delta. The end product is a new type of fighting craft—the armored troop carrier—known as the "ATC."

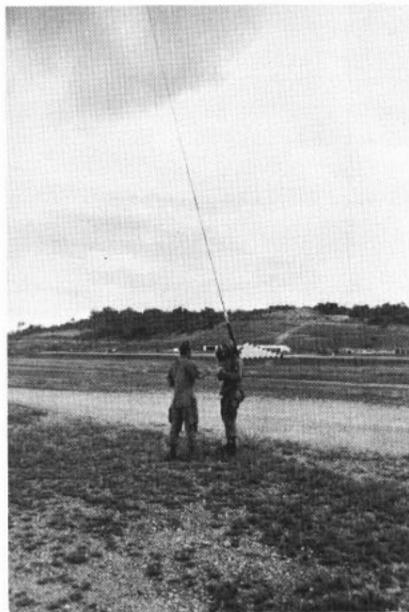
In the midst of transforming the beach craft into rivercraft, *Indra* was called upon to move her newly activated ATCs to Nha Be, 12 miles southeast of Saigon. Her mission: conduct strike operations against a main force of Viet Cong believed to be holing up in the Rung Sat Special Zone, the area surrounding the primary shipping channel between Saigon and the South China Sea.

Indra hastened preparation of her remaining craft and had them all steaming into combat within 24 hours. A few days later, she followed

A demonstration of Floating Personnel Pickup using the Air Force "Fulton Skyhook Recovery System" was recently conducted for the pilots of *uss Intrepid* (CVS 11) at Cubi Point Naval Air Station, Subic Bay, R. P. The demonstration began with the dropping of a rescue kit to a simulated downed pilot from *Intrepid*. (1) Upon receiving the rescue kit he immediately begins inflating the balloon. (2) With the balloon inflated and released, the pilot receives last-minute instructions from a fellow pilot. (3) He positions himself as the C-130 rescue plane makes its approach for the pickup. (4) As the rescue plane snags the line the pilot becomes "airborne" and, in effect, "rescued." (5) After making the snatch the plane begins to reel in the rescued pilot, a process which takes approximately six minutes. Photos by Bob Rainville, JOC, USN.



ONE



TWO

to give support and attend to battle damage suffered.

In her new role, the repair ship, once designated LST 1147, took on an added responsibility when Commander River Assault Squadron 13 moved his newly formed staff on board and designated *Indra* as his flagship.

Her crew feels this is quite a distinction for an old ex-LST which, just a year ago, was paddling around in Coronado harbor as an in-port repair facility.

Mayport Chooses Wave

For the first time in its 25-year history, a woman has been selected as NS Mayport's "serviceman of the month."

She is a young Wave assigned to the legal office staff as a court reporter.

Sandra M. Santiago, 20, is a yeoman 3rd class, one of four Waves attached to this command.

CAPT Vernon L. Micheel, station commanding officer, presented Petty Officer Santiago a \$50 check and the station plaque for her contribution to the establishment's mission. She was guest for a day in St. Augustine, Fla., the nation's oldest city, and guest of the USO Council of St. Augustine and St. John's County.

Yeoman Santiago was nominated by her division officer for her constant effort to improve office administration procedures.



SHE TOPPED THEM ALL—Yeoman 3rd Class Sandra M. Santiago made history when she was selected 'serviceman of the month' at NS Mayport, Fla.

Intrepid Takes Award

This year's Atlantic Fleet Marjorie Sterrett Battleship Award was earned by *uss Intrepid* (CVS 11). The Chief of Naval Operations annually selects and announces the type ship that will be considered for the Marjorie Sterrett Award. The prize is then awarded to the one ship in each fleet of that type that attains first place in the intratype Battle Efficiency competition.

Intrepid was nominated for the honor soon after winning her fourth consecutive Battle Efficiency "E" for combat readiness and the ship's air, medical, weapons and supply depart-

ments were cited for individual departmental "E's".

The award's unusual name stems from a letter written by 13-year-old Marjorie Sterrett to a New York newspaper in 1916. Marjorie made the first contribution from her small savings to build a battleship and her contribution was followed by others.

Before World War II, the income from the fund was used for annual cash prizes to turret and gun crews which made the highest scores in battle practice.

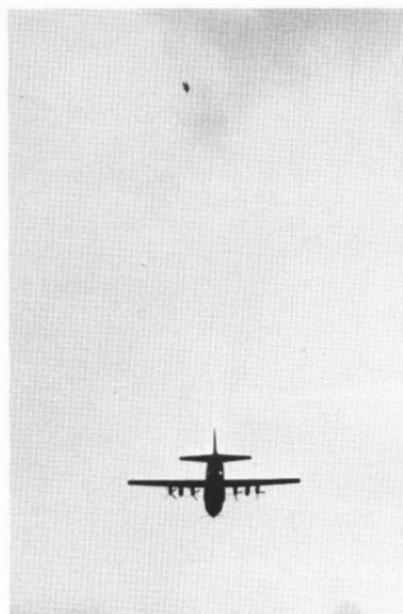
Nowadays, the money is used by the winning ship's recreation fund for athletic and other equipment to be used by the crew.



THREE



FOUR



FIVE

and away.

LETTERS TO THE EDITOR

Why Name It Anchorage?

SIR: Why was the recently launched dock landing ship named *Anchorage*? I was under the impression that LSDs are named after places of historical interest, such as *Alamo* (LSD 33), and *Gunston Hall* (LSD 5). What's the story?—E. E. B., CDR, USN (Ret).

• Our friends in the ship-naming office in OpNav tell us that current policy is to name new ships after cities as much as possible. Providing, of course, that the city's name also agrees with a category on the ship-naming list.

Beginning with *Anchorage* (LSD 36), LSD names will include cities of historical interest as well as places of historical interest. Although *Anchorage* is comparatively young, there is considerable historic interest in the founding of Alaska's largest city.

You might say the city itself got its start with a ship, which is fitting. On 7 Jun 1914, the steamship *Dirego* off-loaded tents, horses, and machinery at the mouth of Ship Creek, where a sawmill was established. A short time later, Congress appropriated funds for the Alaskan Railroad, and the site of *Anchorage* was selected as the construction base. President Wilson, by executive order, authorized the laying out of the town site. It quickly became an important transportation point, by water, rail,

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.

and then by air. It boomed as a defense center in World War II.

USS *Anchorage* will carry on the name on the high seas.—Ed.

Aircrew Breast Insigne

SIR: When I was selected for warrant officer, I consulted U. S. Navy Uniform Regulations and the BuPers Manual to learn whether I could still wear my aircrew breast insigne.

Although I found references to other insignia, there were no dictums which answered my question. Does silence give consent?—C. K. M., AXC, USN.

• The Navy isn't silent on this subject. BuPers Notice 1020 of 11 Aug 1965 says qualified enlisted aircrewmembers who are appointed to officer status may continue to wear their enlisted aircrew breast insignia.—Ed.

Medical Program

SIR: When my son graduates from high school, he wants to obtain a commission in the U. S. Navy in the field of medical research.

I have already been informed that he can apply for the Ensign 1915 Medical Student Program and obtain an inactive commission while attending medical school. I understand that this program provides financial assistance to accepted candidates during their senior year of medical school.

I would also like to know if there is any scholarship program to assist medical students who devote their services to the Navy.—G. W. W., YN1, USN.

• The Navy itself has no funds for the purpose of awarding scholarships nor does it furnish any other form of student aid to dependents of naval personnel.

There are, however, a rather large number of scholarship funds which have been established by individuals, institutions and clubs which are available exclusively to the college-age children of Navymen who are on active duty, retired with pay or who died while on active duty or in a paid retired status.

The Bureau of Naval Personnel has information on these scholarships but, at the present time, it is being revised. We suggest your son write to the Chief of Naval Personnel (Pers G221) in January of the year he graduates, requesting the latest scholarship information and application forms.

For the benefit of other readers, here is a brief summary of the Navy Ensign Medical Program. This is a program through which qualified students who are attending an approved medical school, or who have been accepted for the next entering class, may be considered for appointment as ensign 1915, USNR.

This program does not provide direct monetary aid, but those selected for participation in the Navy Senior Medical Student Program, during their senior year of medical school, receive full pay, allowances and privileges commensurate with their rank.

Participants may associate with an organized Naval Reserve unit and may also compete for the naval research and clinical clerkship programs.

If your son is selected for the Navy Senior Medical Student Program, he will be obligated to serve for three years on active duty with the Medical Corps of the Regular Navy after he has completed his internship.

During his service, your son will have



HAWAIIAN GREETING—With hula girls swaying, bands playing, and a welcome group waiting, a Navy crew arrives at Pearl Harbor sub base. In this typical scene from our photo files, the welcome is for USS *Flasher* (SSN 613).

almost unlimited opportunity to develop professionally and assignments will be available to him in almost any part of the world.

Career officers also have an excellent opportunity to receive advanced training in their specialty with all expenses paid by the Navy.

Information on this program may be obtained from your local U. S. Navy Recruiting Station or from the Bureau of Naval Personnel (Pers-B263), Navy Department, Washington, D. C. 20370. —ED.

Early Seabee History

SIR: I hope some day to read an article about Seabees which does not state (or imply) that Navy Construction Battalions were first formed during World War II. The history of the Seabees goes back much farther.

In September 1918, I was in a group of carpenters, painters, bricklayers, plasterers and other building trades who enlisted as shipwrights and were told we would be in a "guinea pig" outfit known as the Construction Battalion.

We went through boot training at Great Lakes, and then those with last names beginning with letters A through L formed the 11th Construction Battalion. Those of us M through Z made up the 12th CB. We were stationed at the North Chicago Gate, Great Lakes Training Center.

One of our first jobs was to complete construction of our own barracks.

We installed the floors and windows, and then erected smokestacks so the boilers could be fired up to heat.

We were then assigned to other jobs on the base, such as laying concrete floors in galleys which until then had dirt decks. We also showed men how to install concrete bases for the 12-inch rifles fired from "No Man's Land" in Germany during World War I.

At one point I was assigned to work at Main Camp, the home base for John Philip Sousa. Among other Main Camp projects, we rounded off square-cornered curbs on the streets so that cars could turn with greater ease.

We never worked much on Wednesdays at Main Camp because of various events always scheduled for that day. One I remember well was when Franklin D. Roosevelt, at that time an Assistant Secretary of the Navy, came on board to review Sousa's band. The highlight that day was when all the bands on the station formed one large band under Sousa's direction. More than 1200 men assembled for the event.

Returning to the year the Seabees were formed, let me assure you it was 1918. I know, because I was there.—Carl W. Simbritzki, Louisville, Ky.

• It's always a pleasure to hear somebody tell it like it is (was?).



BRONZE AWARD—Petty Officer Fred Berry is presented Bronze Star by CDR D. Nellis for action as craftmaster in Vietnam.—Photo by R. Collins, PHAN.

The Seabee historian has records which confirm much of what you say, even though history as it's recorded has a way of losing first-person color.

Nevertheless, the official version of when Construction Battalions were formed varies to some extent from yours. Here, in essence, is what the record shows:

There was indeed a connection between the Seabees and the construction units located at Great Lakes during World War I, but the connection was not one of direct descent.

The term Construction Battalion was not used until the mid-1930s when it was written into war plans.

The Twelfth Public Works Regiment (your old outfit?) was organized in December 1917 from a number of public works companies engaged in construction and maintenance of 10 separate camps at the Great Lakes Naval Training Station.

The Twelfth Regiment trained several hundred men for construction duties in France during WW I, but the Regiment was disbanded after the war.

The concept of assembling construction forces with skilled enlisted men was rekindled under the name Construction Battalion when Rear Admiral Norman Smith became Chief, Bureau of Yards and Docks, in 1933. (During the summer of 1917, ADM Smith as a young lieutenant had shared credit with Commander George McKay and Captain William Moffett for the organization of the original Public Works companies at Great Lakes.)

However, the U. S. Navy established the World War II date of 5 Mar 1942 as official for the founding of the Seabees, and in 1967 the Seabees officially celebrated their Seabee Silver 25th Anniversary.—ED.

Seabees Are Navymen

SIR: I understand that a distinctive uniform for Seabees, similar to the Marine winter uniform, was once considered, but rejected because of the cost of the changeover. Is such a uniform now being considered?

During World War II, the rating badges of the men in the construction battalions carried the letters CB. Could this mark be reestablished, as a distinguishing mark of the Navy's fighter-builders?—D. E. H., RM2, USN.

• No, there are no moves underway to adopt a distinctive uniform for Seabees.

All Navymen, officer or enlisted, are considered to be primarily that—Navymen.

As such, they are available for assignment wherever they are needed, and are assigned to a variety of organizations during their period of service. It has been the Navy's policy to prescribe uniforms and insignia which are essentially identical, differing only with respect to insignia of rank, corps, or the special qualifications of the individual.

Seabees, therefore, differ in appearance from other personnel with respect to the insignia of their ratings. The specialty marks worn by petty officers of this group and the light blue group-rate marks worn by nonrated men are distinctive from all others.

The unit identification patch worn on the right shoulder clearly identifies the unit of the operating forces to which enlisted men below CPO belong. This includes the Navymen of the construction battalions.

Incidentally, for a roundup on the Seabees, and their accomplishments, see the November issue of ALL HANDS.—ED.



PLUSH HOME FOR POs—This \$400,000 barracks for 212 senior petty officers was opened in July at U.S. Naval Communications Station, San Miguel, Philippines. The new living quarters represents a definite break with tradition in that its rooms and corridors are painted ivory, blue and peach rather than the traditional Navy grays and greens.—Photo by Jim Darnton, RMSN, USN.

Reservists on Active Duty

SIR: I believe it was in 1952 that a directive was published ordering that Naval Reservists on active duty were to be considered USN, and the R was to be omitted from all documents. To settle an argument, can you verify the year and clarify the rules?—R. M., YNC, USN.

• *The directive to which you refer is probably Alnav 4 of 18 Jan 1951 which stated, in essence, that USN rather than USNR was authorized for use by Reserve personnel on active duty in local and unofficial correspondence where identification of the legal status of the Navyman as a Reservist was not necessary.*

In matters such as personnel records, pay records and clothing accounts, the status of these individuals continues to be indicated by the designation "USNR."—Ed.

More on Deimos Sinking

SIR: Nothing like a nitpicker to make your day, but I couldn't let pass an erroneous statement which appears on page 17 of your June 1968 issue:

"While on convoy duty in June (1943), *O'Bannon* fought against an air attack that sank two U. S. cargo ships, *uss Aludra* (AK 72) and *Deimos* (AK 78)."

The error lies not with the date (as I'm sure is generally the case in instances like this), but rather in the event itself.

True, there was an air attack on the convoy on 16 June, but that action resulted in only near-misses. Neither ship was damaged.

On 22 June, however, during the early morning hours, a Japanese submarine attacked the convoy and succeeded in sinking *Aludra* and *Deimos*.

I attest to this series of occurrences with a reasonable degree of qualification. I was among the survivors of the *Deimos* crew.

By the way, our family has something of a mixed tradition started—I have two sons in the Navy, Bob Flenniken on board *uss Casimir Pulaski* (SSBN 633), and Bill Flenniken stationed with a naval communications

Another Claim Weighed

SIR: In regard to an item which appeared in your June issue: You stated that *uss Procyon* (AF 61) replenished *Kitty Hawk* (CVA 63) in three hours, during which time she offloaded 381 tons of provisions. This they claim as a record for underway replenishment to a carrier.

Sorry about that, fellows. We of *uss Zelima* (AF 49) replenished *Enterprise* (CVAN 65) with 438 tons of provisions plus 15 pallets of cruise books in two hours and 40 minutes.

This, *Procyon*, is the record.—Cargo Office Staff, *uss Zelima* (AF 49).

• *As you know ALL HANDS is extremely hesitant to acknowledge records of any sort. However, we do feel that we may say without fear of overwhelming contradiction that not many refrigerated store ships have replenished a nuclear carrier with 438 tons of provisions and 15 pallets of cruise books within any given period of time.*—Ed.

unit in Guam.—W. H. Flenniken, MAJ, USA.

• *Thank you, Major, for the additional information on Deimos and the action of mid-June 1943. We appreciate your interest in the Navy and hope your sons are enjoying their tours.*—Ed.

Still More 18-Inchers

SIR: While looking through a back issue of ALL HANDS, I came across a discussion of 18-inch guns which was interesting but incomplete. You did not mention the 18-inchers of the British carrier-cruiser *HMS Furious*.

Furious was designed to carry two of the big guns in single turrets; but before she was commissioned in June 1917 her forward gun was replaced by a flight deck.

She fired her remaining 18-inchers several times during gunnery and aviation trials, but you might say she got all shook up because of her light construction. She clearly was not satisfactory as a gunnery ship. Further, her arrangement as a carrier (flight deck forward and tripod foremast jutting up amidships) made it impossible for her to recover her aircraft once they had been launched.

In November 1917, *Furious* went into the yards and had her 18-inch gun removed and a landing deck fitted aft of her centerline stack.

The monitors *HMS General Wolfe* and *Lord Clive* then were fitted with the two 18-inch guns made for *Furious*. The guns were used for bombardment of the Belgian coast in 1918.

Following World War I, it was said the two guns were shipped to Singapore for coastal defense. This, however, was not true. The guns actually went to a British proving ground and then were scrapped.—J. C. Reilly, Jr., Alexandria, Va.

• *We did not claim the Japanese battleships Yamato and Musashi were the only ships ever fitted with 18-inch guns (ALL HANDS, February 1968). As you point out, the navies of other nations had an interest in them too. We discussed the Japanese BBs only because we had what we believed to be well-documented historical data on them.*

We appreciate very much your additional information on the British 18-inchers.—Ed.

Warrant Officer Retirement

SIR: I am somewhat disturbed over some information which I interpreted to mean that a man, to retire as a chief warrant officer, must have had 10 years of "commissioned" service.

I am a warrant, not a commissioned, officer. Will I have to revert to my highest enlisted rate after I complete 30 years of active and Fleet Reserve

service or am I misinterpreting something somewhere?

If I did not misinterpret this information and 10 years of "commissioned" service are really necessary, it appears that I had better apply for LDO pronto. —C. T. T., CWO2, USN.

• *You are indeed misinterpreting something—namely your own status. The law governing warrant officer retirement defines "warrant officer" as one who holds a commission or warrant in a warrant officer grade.*

The commissioned warrant officer military grades are CWO2, CWO3, and CWO4. You are, therefore, a commissioned warrant officer.

The law says you can request the Secretary of the Navy to retire you after you have completed 20 years of service and, in case you wonder, time in grade doesn't enter the picture.

If you are interested in looking up the pertinent law and the official Navy word on the subject, try Title 10, U. S. Code 1293, and Article E of enclosure 1, BuPers Inst 1811.1B.—Ed.

Pay and Allowances

STR: Three of the men in my outfit have the same rate, rating and job code as I have. Each of us tries to do a good job, and we apparently succeed in view of the high marks we receive on our evaluations. We feel we are worth at least what we are paid, but here's where there is a difference. My three shipmates have wives. I'm single and my paycheck shows it.

Why should a married man be paid more than a single man who does the same work? It appears the Navy encourages marriage by offering extra money as a reward. I'm no oldtimer, but I've been in long enough to see this as

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Department, Washington, D. C. 20370, four months in advance.

- *uss West Virginia (BB 48)*—The 14th annual reunion will be held at the VFW Hall, 1822 West 162nd St., Gardena, Calif. For further details, write to R. A. Brown, VFW Hall, above address, 90247.
- *301st Seabees*—Are planning a reunion for 15 December. For further information, contact Joe Bennett, P. O. Box 393, Port Hueneme, Calif. 93041.
- *uss Idaho (BB 42)*—Officers and enlisted men who saw duty on *Idaho* are asked to contact David C. Graham, 7130 Wheatley St., San Diego, Calif. 92111, in connection with a reunion to be held some time in the summer of 1969 at Boise, Idaho.
- *uss Reid (DD 369)*—Any former member who served on this ship from commissioning to 11 Dec 1944 and who is interested in a reunion, with time and place to be determined, contact Robert J. Dvorak, 2665 East 126th St., Cleveland, Ohio 44120.
- *uss Lexington (CV 2)*—The 16th reunion will be held 25 to 28 June at Hilton Inn, San Diego. Contact Lieutenant Commander Walter D. Reed, USN (Ret.), 5410 Broadway, Oakland, Calif. 94618, for details.
- *uss Wickes (DD 578)*—Anyone who served aboard this ship during 1943-45 and who is interested in a reunion, contact William J. Walsh, 106 Arnot Place, Paramus, N. J. 07652.

an inequity in the Navy pay system.—F. J. S., SK3, USN.

• *You have raised a very iffy question which unmarried men have been asking for years. By and large, in these columns we try to confine our replies to the resolution of objective fact, let the philosophical implications fall where they may. But you are asking the why of a condition which exists.*

We'll do our best to provide the answer.

You fail to make the distinction between pay and allowances. Your pay is identical to that of your three shipmates. They receive an additional allowance for quarters because they have families to support.

As you know, the government is

obliged to provide quarters for service men and women and their dependents. Military families not provided with government quarters are paid a basic allowance, or BAQ, so they can afford (hopefully) to pay their rent.

You should be pleased to note that the First Quadrennial Review of Military Compensation has recommended that career-designated Navy men and women be paid a straight salary which incorporates various allowances, including BAQ. There are ramifications involved which you may study in detail by consulting ALL HANDS, August 1968 issue of the magazine.

Further discussion of the present system of pay and allowances may be found in ALL HANDS, July 1968.—Ed.

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BIGGEST BIRD—A chase plane is dwarfed by C-5 *Galaxy* during test flights of the world's largest aircraft. *Galaxy* is 246 feet long while T-33 observer is 37 feet.

THE AIR FORCE has nicknamed one of its new research planes Pinocchio because its nose grows. However, this nose doesn't grow for the same reasons that Pinocchio's nose grew. Instead, it grows to gain certain truths about why aircraft perform the way they do.

In a word, the growing nose is basically a flight simulator or a second cockpit that can be attached to the nose of a C-131 plane. In it, pilots will be able to evaluate by computers the characteristics of certain advanced aircraft such as the new huge C-5A cargo and passenger plane.

The TIFS (Total In-Flight Simulator) controls of the second cockpit have no mechanical link with the C-131's control system, but rather are tied in electronically to a computer which is programmed to cause the growing nose to respond to controls the same as the aircraft under study.

According to the lab scientists reading the system for tests scheduled to begin in 1969, the TIFS can be used to investigate flight control problems of planes already in operation, to determine requirements for new aircraft, and to train pilots to fly advanced aircraft not yet off the drawing board.

★ ★ ★

A DOUBLE COMMISSIONING ceremony was held in October in Seattle, Wash., for two sister ships of the Coast and Geodetic Survey.

They are the hydrographic survey vessels USC&GSS *Fairweather* and *Rainier*, part of a fleet of 14 operated by the Coast and Geodetic Survey for the Environmental Science Services Administration of the U.S. Department of Commerce.

The 4-million-dollar ships were constructed in Jacksonville, Fla., and will operate in Alaskan and West Coast waters. The 231-foot, 1627-ton vessels are equipped with the latest electronic, depth recording and positioning equipment. The ships will generally chart U.S. coastal waters to help provide safe navigation for commercial shipping and recreational boating. They are also equipped for limited oceanographic surveying of U.S. continental shelf areas.

Each ship has accommodations for 79 officers, scientists, and crew; a cruising range of 8000 miles; and can remain at sea for 24 days. *Fairweather* is named after Fairweather Range and Mt. Fairweather, Alaska; *Rainier* for Mt. Rainier, Wash. Working, living and mess areas are air-conditioned. These include the chart and plotting room; radio room and workshop; and berthing areas. Seawater distillation provides 6000 gallons of fresh water per day.

Fairweather and *Rainier* bring to six the number of Coast and Geodetic Survey ships berthed at the agency's Lake Union base. The others are the USC&GSS *Davidson*, *Oceanographer*, *Pathfinder* and *Surveyor*.

★ ★ ★

THE COMMERCIAL JET DC-9 passenger aircraft has been modified by the Air Force for use as a "flying hospital" which will assure military patients of quiet, comfortable and speedy flights to hospitals in the United States.

Designated C-9, the twin-jet medical evacuation plane can carry 30 litters or 40 ambulatory patients. It will cruise at 520 mph over a range of 2000 miles.

Twelve of the C-9s are under construction and will replace the C-118 *Liftmaster* and C-131 *Samaritan*. The first of the new planes was rolled out for inspection at Long Beach in June.

The C-9 will be operated by the 375th Aeromedical Airlift Wing, Scott AFB, Ill.

★ ★ ★

A COMPACT OCEANOGRAPHIC survey ship named *Researcher* will soon join the U.S. Coast and Geodetic Survey.

The ship, nearing completion at Toledo, Ohio, will measure a relatively small 278 feet in length and displace 2800 tons, but will handle a full range of marine survey activities. She will be as sophisticated in equipment as larger survey ships, but will be more economical to operate.

In addition to electronic instrumentation, *Researcher* will be capable of carrying helicopters and will have a 20-ton crane for use in launching and retrieving submersibles. Her navigation and weather devices will tie in with satellite systems.

The ship will have 4000 square feet of enclosed laboratory space. She will carry 67 officers and crewmembers and 18 scientists. Her normal operating range will be 13,000 nautical miles.

Researcher will operate from Miami and Norfolk on a variety of oceanographic survey missions. Among other things, she will trace currents and measure tides in the Atlantic and Gulf of Mexico.

★ ★ ★

AMERICANS WOUNDED in Vietnam have a better chance at recovery than servicemen in any previous conflict, due partly to a quick trip to the hospital.

Helicopters and Air Force *Hercules* C-130s are responsible for the service which can start a man toward medical help within 30 minutes after he is wounded.

From jungles and rice paddies, helicopters airlift injured GIs to base camps where they receive primary medical treatment and await their medevac flight.

A flight nurse and two medical technicians are aboard

the C-130 which takes the wounded on the next segment of their trip.

Medical attendants strap ambulatory patients into canvas seats, while the more seriously wounded are secured in hammock-like stretcher bunks.

Once the wounded are on board, the C-130 is quickly on its way to complete its rounds.

★ ★ ★

THE ENGINE BLAST from VTOL (vertical takeoff and landing) aircraft kicks up a lot of dirt around the landing pad, which is hazardous, since the soil could be sucked into a jet engine.

The solution to the problem, Air Force engineers have found, is to place an inverted V fence of porous metal on the pad to deflect some of the blast upward.

Developed for the Air Force Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio, the fence is less than 16 inches high. It is positioned between the aircraft and the edge of a landing pad, and deflects some of the blast upward at a 45 degree angle.

Because the inverted V fence allows the soil around the pad to remain on the ground, the landing pad may be built smaller. Without a fence the landing pad would have to be 100 feet wide to keep the surrounding soil from eroding. Using the fence, this width can be reduced to 50 feet.

★ ★ ★

IN THE GOOD OLD ANTARCTIC SUMMERTIME, *Hero*, a wooden-hulled ship with the lines of a sail-rigged trawler, will be seen working off Anvers Island where the U.S. scientific outpost, Palmer Station, is located.

Hero is owned by the National Science Foundation and will be used for a many-faceted investigation of sea and land life in the southern hemisphere—particularly in the coastal areas of the Antarctic Peninsula.

Deception Island, where earthquakes and volcanic eruptions forced the closing of Argentine, British and Chilean research stations in 1967, will be of particular interest to *Hero's* scientific complement as they probe changes wrought in this historic antarctic island.

This investigation is part of the Foundation-supported and administered United States Antarctic Research Program for 1968-69.

Hero's summertime base will be Palmer Station, where the Navy's Bureau of Yards and Docks (now the Naval Facilities Engineering Command) began the first buildings in 1964 and 1965 and which, today, supports U.S. research in the Antarctic Peninsula. When the ice begins to close in, *Hero* will move north to winter in South America.

The research ship is braced by thick timbers and her white oak hull will be resilient in pack ice which could crack a metal ship.

To protect her from ice abrasions, the hull is sheathed with a tough hardwood called greenheart, reinforced with metal plating where there is greatest contact with ice.

Although *Hero* is equipped with two 380-horsepower diesel engines, she carries a mainsail, foresail, jib and mizzen to maintain control if her main propulsion system should fail.

The sails also will permit silent operations during acoustic work and reduce roll when additional stability is required for scientific research.



A REAL HERO—Wooden-hulled National Science Foundation research ship *Hero* uses sails for propulsion and silent operations during Antarctic research projects.

Aboard the ship, there are facilities for research projects in biology, oceanography and earth sciences which will be conducted by 10 men from government agencies and the nation's universities.

After a short stay in the Washington Navy Yard, *Hero* left for Florida to continue the shakedown cruises which began after her launching in Maine. In October, she set a course for Valparaiso, Chile, and will begin operating in antarctic waters late this month.

Although *Hero* is owned by the National Science Foundation which supports her present cruises, her research projects are important to the Navy, which has already benefited from investigations made by researchers aboard *USNS Eltanin* (T-AGOR 8) of the Drake Passage, Scotia Sea and waters near Shetland, South Orkney, South Georgia and South Sandwich Islands as well as the northern fringes of the Weddell Sea.

Hero will provide the first access to many antarctic coastal areas and her temperature readings, bottom topography, precision depth recording, magnetic, seismic and gravity studies should provide considerable navigational help in an area which is largely uncharted.

ON AIR—Army's new armed air cushion vehicles take test run. They are capable of speeds up to 70 mph.



THE BULLETIN BOARD

Good Duty Comes by the Yard for Navymen at Puget Sound

THE FIRST STEP usually taken by a Navyman with a set of orders in his hand is to learn something about the new area to which he is to be assigned.

"Wow!" will undoubtedly be his reaction when he learns the facts about duty in Bremerton, Wash., at the Puget Sound Naval Shipyard. Climate, the surrounding countryside, recreation and housing sound just great, according to those who have been there. Here, in short, is what they have to say:

The climate appears to be ideal—average summer temperature of 62.6 degrees and a winter mean of 42 degrees, with an average of 36.54 inches of rainfall per year. These are all averages, mind you.

The city itself has all the advantages of a moderate-sized community, yet big-town Seattle is only an hour away by ferry and Tacoma is 32 miles distant over a toll-free road.

The natural setting is almost impossible to beat with the snowcapped Olympic Mountains as a backdrop and Puget Sound's protected harbors at the city's feet. The environs of Bremerton provide a recreational area with forests, lakes, glaciers, mountain streams and the sea. All are available to the Navyman with the right set of orders.

Meanwhile, back at the Puget Sound Naval Shipyard, Navymen who are stationed there find Special Services is all set to complement their surroundings. For example, Special Services has located boats throughout upstate Washington's best saltwater fishing areas. All can be rented at a nominal cost.

If you don't want to rent one, pour your own at the hobby shop. Eight-, 10- and 14-foot molds, plus all the necessary fiberglass and accessories needed to build a plastic boat, are available.

At the Special Services Gear Locker, you and your dependents can find a beautiful array of household, sports and recreational equipment ready for immediate use. And, if you want to sleep in a trailer while you are in the

nearby wilds, that's available, too. Although most of the equipment can be used for the asking, a charge is made for a few items. The charge never exceeds \$3.50 per person or per family.

Working our way down from the real heady stuff to the slightly more prosaic, there are the 20 and one-half acres of Camp McKean located on Kitsap Lake about five miles west of Bremerton which is available to Navymen and their families.

If you want to stay closer to home, you might try the PSNS Bowling Lanes. Eight lanes are available for either league or open bowling.

If bowling is not your thing, you have before you the use of the gym, the athletic field, the swimming pool and hobby shops, as well as facilities for woodworking, TV and radio repairs and car washing. Decisions, decisions.

There is, of course, a theater for the latest movies, and Navymen who hold an amateur's license may use the radio station K7NBO to keep in touch with their far-flung friends.

Golfers may make divots in the turf of the Kitsap Golf and Country Club if they are assigned to commands participating in the Composite Recreation fund. Players are expect-

ed to reimburse the fund at a nominal \$1.50 per game.

When you learn that you are coming to Bremerton, it is suggested that you contact the Naval Housing Aide at the Naval Housing Office, Code 818, Naval Barracks, Bldg 433, Puget Sound Naval Shipyard, Bremerton, Wash. 98314.

Tell the man your rate or rank, number of children in the family and whether or not you prefer furnished or unfurnished housing. Meanwhile, here is a recapitulation of the housing situation at Eastpark, Westpark and Jackson Park as of the time of this writing.

(Note: However, reports on housing are subject to frequent change and the information printed below may well have been revised by the time you read this or by the time you arrive at Bremerton.)

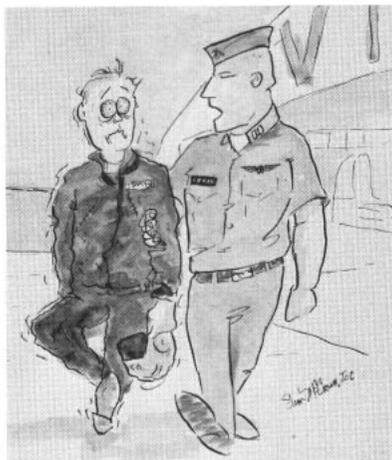
In both Eastpark and Westpark, rent is charged according to the size of the unit, and utilities are included in the rent.

Eastpark units are one- and two-story wooden buildings. Duplex units are in the single story buildings and have two and three bedrooms. The two-story units have two bedrooms and a bath upstairs and living room and kitchen on the first floor. Eastpark units are either unfurnished or furnished with basic items.

Eastpark provides housing primarily for enlisted personnel (ship and shore duty) assigned to Puget Sound Naval Shipyard, Bangor and Keyport. Personnel assigned to the 13th Naval District, Seattle, are eligible when surplus housing exists. Officers are eligible to live at Eastpark on a temporary basis only when surplus vacancies exist during overhaul period of their ship or while arrangements are pending for permanent housing.

Eastpark is located about 15 minutes by bus from the shipyard and the downtown area. There are plenty of schools, churches and shopping areas close by and the project is served by a good bus schedule. If you have a pet, he's welcome, too, but

Sam E. McCrum, JOC, USN



"Look at it this way, Mr. Smith, not everyone around here has broken the sound barrier in a T-34."

he will need a license from the city of Bremerton.

If you have a washing machine, you might want to bring it because there are none in the houses. None of the units is wired for dryer. You may, if you wish, use the coin-operated laundries located throughout the area.

The rental rates for Eastpark are as follows:

ENLISTED RATES	Furnished	Unfurnished
One-bedroom	\$60.60	None
Two-bedroom	67.20	\$62.10
Three-bedroom	74.40	68.40

OFFICER RATES	FURNISHED ONLY
One-bedroom	None
Two-bedroom	\$69.00
Three-bedroom	\$77.40

At the Westpark Project, the average rent for shore duty Navymen ranges from \$38 to \$73 per month with utilities paid. Shipboard Navy-men pay \$35 to \$63 per month including utilities.

Everyone is required to pay a \$20 deposit which, if the premises are left in good order, is refunded when the occupant vacates. Bus service is excellent and Westpark itself is conveniently located only two miles from the downtown shopping areas.

Westpark incidentally, is not a military project but shore and ship duty enlisted Navymen are eligible.

Navymen who move in will find the units furnished with basic items such as chairs, davenport, floor lamp, end table, beds, mattresses, chests of drawers and mirror. Occupants use the coin-operated laundries located throughout the area. Bring your pets, if you like. They can live there, too, provided they are licensed by the city of Bremerton.

Another housing area, Jackson Park Military Housing, is located about three miles from the Puget Sound Naval Shipyard on Highway three North, at the Bremerton Annex of the Naval Ammunition Depot.

The development is attractively located on a hillside to give the inhabitants full advantage of a view of the mountains and the water.

All enlisted Navymen on shore duty attached to any of the naval activities as well as men from home-ported ships within the Bremerton area complex are eligible for housing at Jackson Park.

The houses are attractively constructed of brick and wood and have a distinct 20th century appearance about them. Inside, you can look through your picture window, enjoy resilient tile flooring, hang your pictures on plastered walls and your clothes behind louvered closet doors. Aluminum screens keep out (excuse the expression) insects.

The 100 units at Jackson Park use four architectural designs. Type A has three bedrooms (all on one floor) and one and a half baths. Type B has four bedrooms on the second floor of the two-story unit and a bath on each floor. Type C is also a two-story unit and has all three bedrooms on the second floor with a bath on both floors. Type D (also

two stories) has three bedrooms with the master bedroom and bath on the main floor and two bedrooms and bath on the upper level.

The baths, we might add, have ceramic tile walls and floors. Each unit has a private patio area and a carport with storage facilities plus a fenced-in utility yard and an enclosed trash barrel area.

Each set of quarters has its own gas furnace and gas hot water heater, an electric stove and combination refrigerator-freezer. These can't be removed from the premises, so don't plan to use your own.

You can, however, bring and use your own washer and dryer for there are both electric and gas connections for these appliances in the util-

WHAT'S IN A NAME

Light Shed on Mystery of Deep Scattering Layers

An ocean mystery which might be called the Case of the Deep Scattering Layers has confounded scientists since it began to unfold some 25 years ago. It now is beginning to break.

During World War II, large amounts of marine organisms were found grouped in bands which produced false bottoms on the recording traces of echo-sounding devices. Cartographers charted nonexistent shoals because sound equipment used to delineate the ocean floor sometimes traced the marine bands—deep scattering layers—instead.

Sonarmen sometimes became confused when target returns from submarines were obscured with sound energy scattered by the layers.

Since the layers were discovered, scientists have learned the marine animals migrate to the surface at sunset and descend to mid-depths at sunrise. They inhabit broad reach-

es of the world's oceans to depths of 3000 feet. Until recent years, that's about all that could be learned about the mysterious creatures. The Naval Oceanographic Office wanted more information.

Last summer, scientists from the Oceanographic Office netted thousands of layer specimens north of Hawaii. These specimens, preserved in jars of formaldehyde, are being compared with layer creatures found during catches in the Atlantic during the past three years.

The most important organisms in the layers are fish equipped with swim bladders, which act as air bubbles to scatter sound energy. A few, such as lantern fish, hatchetfish and bristlemouths, have been identified.

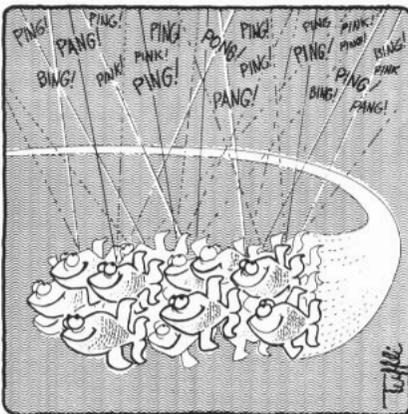
However, biologists do not fully understand the mechanism of the sound-scattering swim bladder, and are finding it hard to get live specimens for study. Layer creatures are extremely delicate and have a high mortality rate.

For example, during the Hawaii cruise, scientists used a midwater trawl and six-foot net lowered to depths of 360 fathoms to catch layer inhabitants. Most of the creatures were killed or injured as they thrashed against each other and the sides of the net.

Specimens the scientists did come up with are being sorted and identified with regard to their vertical distribution in the layer column.

The search now is for a better way to locate the layers, measure the acoustic energy they scatter, and bring home samples.

The layers themselves may some day be charted.



ity room. There are also electrical outlets in the carport and patio. Each unit has a garbage disposal, telephone and TV outlet. There are no curtains in any of the units, but draperies are furnished for the living room.

The Jackson Park units are all unfurnished but a certain amount of older furnishings are available for use in a pinch. Linens and dishes are not included, but are available on a rental basis through the Navy Gear Office, operated under Special Services.

BAQ is forfeited at Jackson Park.

In addition to the facilities earlier mentioned which complement Bremerton's proximity to outdoor sporting activities, the usual amenities may be found at the Shipyard: Navy Exchange, barber and beauty shops, a watch repair shop, chuck wagon, commissary store, nursery, Navy Relief Society office, Commissioned Officers' Mess (Open), Commissioned Officers' Mess (Closed), Chief Petty Officers' Mess (Open), the enlisted "Mariner Club," a library, an Exchange laundry, dry-cleaning, shoe repair and tailor shop, a gas station and garage.

Protestant and Catholic services are held in the Naval Hospital chapel and the PSNS chapel.

In the event the activities described above prove to be too much for you, the 13th Naval District

Cryptology Requirements

The article entitled "Now Is a Good Time for Officers to Think About Transferring to Specialty" which appeared on page 50 of the October issue of ALL HANDS inadvertently omitted the redesignation requirements for Special Duty Cryptology (1610). Here they are now

Baccalaureate or higher degree, preferably in a foreign language or linguistics, engineering (emphasis on electronics/electricity), physics, mathematics or computer sciences including operational or systems analysis. Experience should include training in research techniques, including teaching, in areas listed above. Applicants must meet security requirements outlined in BuPers Inst. 1120.33E.

All-Navy Cartoon Contest
John M. Schantz, LT, USN



"O.K. dear, Unodir on the wy hme, I'll pk up the chldrn fm scol and stop at the sprmkt for an addl gal of mlk and dozeggs. Plan arrhome abt 1800. By the wy, what's fordin?"

hospital is always available, located on the north central edge of the Shipyard.

However, if you take it relatively easy, your health and sense of well-being should flourish in the salubrious environment which is enjoyed by Bremerton, and you should enjoy your tour of duty as much as your predecessors.

Reduced Fares Offered to Parents of R&R Navymen

Parents of unmarried military personnel granted rest and recuperation leave in Hawaii from their active duty assignments in Vietnam or Thailand may now take advantage of reduced commercial airline fares between the U.S. West Coast and the 50th State.

Announcement of the reduced fare program, which places qualified parents in the same category as Navy wives traveling to Hawaii, appears in BuPers Inst. 4650.16 (Supplement-1).

Here's how it works:

After your R&R schedule to Hawaii is firmed up, obtain a DD Form 1580 - Military Standby Authorization for Commercial Air Travel - from your personnel officer. Fill it out completely, have it verified and then mail it immediately to your parents. Remember, they are authorized to participate in this program only if you are unmarried.

Upon receiving the three-by-seven-inch standby form, your parents in turn are to present it to the airline ticket agent together with proper identification (in the form of passport, driver's license, birth certifi-

cate, or voter's registration card) at the time of purchasing their tickets.

(Navy wives must present their Uniformed Services Identification and Privilege Card, DD Form 1173.)

The reduced fares are for round-trip travel only, and your parents must complete their trip within 15 days from the date of departure from the continental United States.

Do-It-Yourselfers Face Selective Challenge in Test Of Self-Scoring Answers

The familiar answer sheets which accompany Navy correspondence courses may flunk out of service. This depends on how well a smart new "self-scoring" version does in a field test.

The proposed new answer sheet works like magic. It has a printed overlay which means that instead of inking (or penciling) in one of four blocks to specify your multiple-choice answer, you erase.

Erase the square for the correct answer and a "C" appears. Score yourself three points.

Erase a wrong choice and a number is revealed—a page of the text on which the course is based. Turn to that page and look for the material which covers the question. If you think you have the right answer, go back to the answer sheet and try again.

If you erase the "C" block on your second attempt, give yourself two points. If you don't, you'll again see the number for the appropriate text and page.

A "C" after a third erase is worth only one point. However, if the by-now-familiar page number shows up a third time, you clearly failed that question. It is suggested you work on your reading comprehension.

Not only does the new answer sheet tell a student right away whether he answered a given question correctly, and give him more than one chance to score, it cuts down on the time it takes to grade the course.

The self-scoring answer sheet was developed after studies at BuPers and the Navy Training Device Center, Orlando, Fla. It is being tried out as part of OCC General Oceanography (NavPers 10417-2S).

New NEDEP Program Includes Both College and a Commission

AS PART OF its continuing program to recruit trained dietitians, the Bureau of Medicine and Surgery again suggests that NEDEP — the Navy Enlisted Dietetic Education Program — offers one of the shortest and smoothest paths to a commission (ALL HANDS, September 1968).

If you qualify for NEDEP, you receive an all-expenses-paid trip through college while you continue to draw the pay and allowances of your enlisted grade. The long-range payoff is a commission in the Medical Service Corps.

NEDEP gives qualified enlisted men and women (any rating, any pay grade) up to three years of college with a view toward a baccalaureate degree in Medical Dietetics. The primary consideration is to select candidates who have the ability and potential to succeed as Medical Service Corps officers.

A basic directive on the subject, BuPers Inst. 1120.38 series, lists the NEDEP eligibility requirements. You must:

- Be a citizen of the United States and not have reached your 24th birthday on 1 July of the year in which you apply. (A waiver may be granted on the basis of one year for each year of fully-transferable college credits beyond the first-year level.)

- Have had at least one year of active duty and be serving on active duty as of 1 July of the year of application. (Members of the TAR program may apply for NEDEP provided they meet this requirement as well as all others.)

- If a woman, be unmarried at the time you enter the program. (Women candidates who get married after entering NEDEP must agree not to request discharge or resign for reason of marriage while they remain in the program or have a related active duty obligation. Also, women applicants may not have dependents under age 18.)

- Be a high school graduate and have completed at least 32 semester credits or 48 quarter credits of college with a grade average no lower than C+. The college work must include nine quarter credits or six semester hours of English; 10 quarter credits or six semester hours of

chemistry; five quarter credits or three semester hours of mathematics; and five quarter credits or three semester hours of biology.

- Have a minimum combined GCT/ARI score of 118.

- Meet physical standards for appointment in the Medical Service Corps in accordance with chapter 15, *Manual of the Medical Department*.

- Have no record of conviction by general, special or summary courts-martial, no record of non-judicial punishment for two years preceding 1 July of the calendar year in which application is made, and no record of civilian conviction other than minor traffic offenses.

If your personal qualifications meet the above requirements, and you wish to apply for NEDEP, ask your personnel office for a copy of BuPers Inst. 1120.38. This instruction, the basic NEDEP directive, describes the format your application must take.

A Report of Medical Examination (SF 88) conducted no more than 16 weeks before you apply, and a Report of Medical History (SF 89), must be included in your application package. You also must enclose high school and college transcripts, a handwritten statement, and personal history and security questionnaires. However, be sure to check the NEDEP instruction to make sure you have all the enclosures and the format required.

All-Navy Cartoon Contest
Sam E. McCrum, JOC, USN



"Tell Ops we'll change course when the big hand is on the 6 and the little hand is on the 3."

You are advised to gather the needed information well in advance. Applications for any NEDEP school year must reach the Chief of Naval Personnel between 1 October and 1 January. (Now would be a good time to start working up an application that would have to reach BuPers by 1 Jan 1970).

One very important point is your commanding officer's recommendation. This will be based on your character, motivation for NEDEP and academic potential, and takes the form of an endorsement to your letter of application.

Your CO will appoint a board of three officers to interview you. If possible, one of the board members will be a Medical Service Corps officer, and all three will be of grade LCDR or above.

After your application is received by BuPers, a Reserve Officer Aptitude Test will be forwarded to your command for administration.

Next, a BuMed selection board considers your application, your record and other factors.

If you are selected by the board, you will be furnished with an application packet for admission to a college or university designated by the Chief, Bureau of Medicine and Surgery.

If you are accepted by the school, you'll be transferred there for full-time duty under instruction.

However, before you can be detached from your old command, you must be discharged and reenlisted in the Regular Navy for six years. Or, if you had reenlisted for six years within the preceding two years, you may extend your enlistment to acquire the six-year obligation.

(Note here that if your rating is one designated for a variable reenlistment bonus, don't plan on such a bonus when you ship over for NEDEP or any similar program. See VRB November, p. 47.)

If you possess valid college credits, you may be admitted to your NEDEP school with advanced standing, provided the extra credits are relevant to your studies and are accepted by the school. In any event, your NEDEP education will not exceed three consecutive years, and will count as a normal tour of shore duty.

You maintain your enlisted status while attending college but, of course, will be eligible for advancement as you meet the usual qualifications for your rating and pay grade.

You may not apply for any other in-service officer procurement program while enrolled as a NEDEP student.

The Navy pays the school directly for your tuition and other fees, but you must apply for reimbursement for textbook fees.

Your pay and allowances are the same while you're in school as they would be if you were in the Fleet. (However, allowances for quarters and subsistence are not paid when provided "in kind" by the school or an agency affiliated with the school.)

You normally wear civilian clothing while attending classes, but you are expected to keep up a complete, squared-away seabag.

You may take annual leave during academic holidays.

Following each school term, a transcript of your academic record is forwarded to BuMed. If there is any hint of unsatisfactory performance, you may be recommended for disenrollment from the program. (NEDEP dropouts usually go back to the Fleet to complete the terms of their enlistment.)

A physical exam you take each year will reaffirm your fitness for a commission. (If you are found physically unqualified, you will be dropped from the program.)

The real payoff is realized when you finish school. If fully qualified, you receive a baccalaureate degree

A Definition

Fine, so what's a dietitian?

The Navy's dietitians perform duties in both the therapeutic and administrative fields. They plan diets for hospital patients and calculate special and metabolic diets prescribed by medical officers.

Dietitians plan menus which insure proper diet and nutritional balance, requisition food and other supplies; and instruct patients in correct food and dietary habits. They also supervise and train assigned personnel.

and are appointed Ensign in the Medical Service Corps, Naval Reserve.

The Navy investment in you also matures because you agree to serve as a Navy dietitian for at least four years.

Aeronautical Maintenance Duty Officer Specialty Has Been Established

The Aeronautical Maintenance Duty Officer category has been created to provide for more efficient management in the field of career aviation maintenance.

The new category carries a 152X designator.

Promotion opportunity will be equal to that of the unrestricted line, and AMDOs will compete only with officers of the same designator for promotion.

Sea and shore rotation policy will be comparable to that of unrestricted line, and AMDOs can expect to be assigned to billets ranging from the organizational maintenance level to the maintenance planning offices of the Chief of Naval Operations.

The annual Restricted Line Transfer Selection Board is scheduled to convene this month to consider applicants for the 1520 designation. Applications from Regular and Reserve officers should have been prepared and submitted in accordance with BuPers Inst 1120.33E and BuPers Manual, Article C-1105A. Unless otherwise changed, these guidelines will remain in effect for future applicants.

Specifically, officers serving in a flying status must remove their names from the flight roster before

applying for the new restricted line category. Temporary officers, including LDOs serving in the grade of lieutenant commander, are eligible to apply for transfer to 1520 if, by 1 Dec 1968, they have not reached two years and sixth months in grade as a LCDR.

Permanent (USN) officers serving in grades of lieutenant through captain as of 1 Dec 1968 will be eligible for selection by this month's selection board. In the future, USN officers must not have passed the third anniversary of their date of rank as commander up to 1 December of the year in which they make application.

Officers applying for designation as an Aeronautical Maintenance Duty Officer, who have the qualifications listed below, are considered to be particularly qualified:

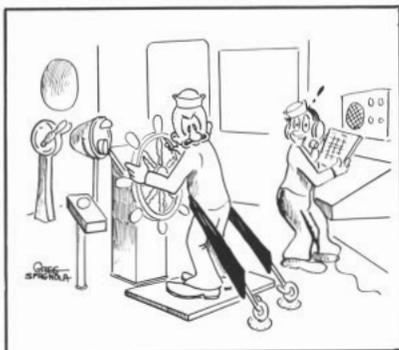
- Be a graduate of the Naval Academy or other accredited college or university and possess a baccalaureate or higher degree in the fields of engineering, science, management or administration.
- Have a sound and thorough background in aviation maintenance. A minimum of three years' experience with Fleet units is desired.

Some E-8s, E-9s Will Be Happy With the Changes In Their Tour Lengths

Five senior and two master chief petty officer ratings have had their lengths of shore and sea tours revised as a result of a recent change to the *Enlisted Transfer Manual*.

Increases at sea were offset by these increases in shore tours: from 24 months to 36 months for AFCM, and from 30 to 36 months for AQCS. The only decrease in shore tour lengths — from 48 months to 36 months — affects the AVCM rating.

All-Navy Cartoon Contest
Gregory J. Spagnola, SN, USN



"Isn't the Captain carrying safety regulations a little bit too far?"

All-Navy Cartoon Contest
Jeremiah H. Paoli, IC1, USN



"Just as I thought."

ADCS and AECS had their sea tours increased from 24 months to 30 months, while AFCM, AVCM, ATCS and AMCS sea tours jumped from 24 to 36 months. AQCS moved up from 30 to 36 months.

These changes apply only to those individuals who reported on or after, or who were advanced after, 1 Jan 1968.

A complete list of E-8 and E-9 rotation tour lengths follows:

Rating	Shore Mos.	Sea Mos.	Rating	Shore Mos.	Sea Mos.
ABCM	24	24	PRCS	36	24
ABCS	24	30	PTCM	48	24
ACCM	42	24	PTCS	48	24
ACCS	42	24	QMCM	24	36
ADCS	36	30	QMCS	24	42
AECS	36	30	RDCM	24	30
AFCM	36	36	RDCS	24	52
AGCM	30	30	RMCM	24	36
AGCS	30	30	RMCS	24	42
AMCS	36	36	SDCM	48	24
AOCM	24	24	SDCS	24	48
AOCS	24	24	SHCS	30	24
AQCS	36	36	BRCS	24	24
ASCM	48	24	BTCM	24	60
ASCS	48	24	BUCS	24	36
ATCS	36	36	CECS	24	30
AVCM	36	36	CMCS	24	30
AXCS	36	24	CSCM	24	24
AZCS	36	24	CSCS	24	48
BMCM	24	24	CTCM	24	48
BMCS	36	36	CTCS	24	48
BRCM	24	24	CUCM	24	36
DMCM	48	24	DCCM	24	36
DMCS	48	24	DCCS	24	48
DSCM	36	36	DKCM	48	24
DSCS	36	36	DKCS	36	24
DTCM	48	24	HMCS	48	36
DTCS	48	36	ICCS	24	42
EACS	24	36	IMCS	24	24
EMCM	24	48	JOCM	48	24
EMCS	24	48	JOCS	48	24
ENCM	24	48	LICM	48	24
ENCS	24	48	LICS	48	24
EOCS	24	30	DPCM	48	36
EQCM	24	24	DPCS	48	36
ETCM	36	36	MLCM	24	24
ETCS	36	36	MLCS	24	24
FTCM	36	42	MMCS	24	60
FTCS	24	48	MRCM	24	24
GMCM	24	48	MRCS	24	24
GMCS	24	48	SKCM	30	24
GMTCM	48	24	SKCS	30	24
GMTCS	48	24	SPCM	24	48
HMCM	48	36	STCM	30	30
MUCM	24	24	STCS	24	48
MUCS	24	24	SWCS	24	36
OMCS	24	24	TDCM	48	24
PCCM	48	24	TDCS	48	24
PCCS	48	24	TMCM	48	24
PHCM	36	30	TMCS	24	36
PHCS	30	30	UTCM	24	30
PICM	24	24	UTCS	24	30
PNCM	48	24	YNCM	48	24
PNCS	48	24	YNCS	48	24

Tours for preferred sea duty are normally 24 months. Some activities may, however, require that PreSeaDu tours be extended beyond 24 months in order to carry out necessary duties or assignments. Such extensions must be justified to the bureau (Pers-B2) via the appropriate fleet commander.

SecNav Instruction on Veterans Affairs Program Of National Urban League

A volunteer program for aiding the return to civilian life of minority group personnel is outlined in SecNav Inst 5350.11A. Negroes and other minority group personnel who have decided to return to civilian life after service in the Navy are encouraged to avail themselves of the services of the Veterans Affairs Program of the National Urban League.

As described in the SecNav Instruction, assistance for military men returning to civilian life includes job placement, assistance in finding housing, educational counseling and other personal services of interest to minority group personnel upon their release from the service.

All that is required to take advantage of the Urban League's program is the completion of a form (NavPers 1740/4 Rev. 5-68). The forms are returned to a collection point at each command for direct forwarding to the National Urban League headquarters.

The available services are best used when the forms are submitted to the national office of the Urban League about three months in advance of the anticipated release date of the individual serviceman.

Dragons Are Safety Minded

Dragons are not noted for safety but golden ones appear to be an exception. The Golden Dragons (also known around the Naval Air Station Lemoore, Calif. as Attack Squadron 192) earned the Chief of Naval Operations Safety Award for the third consecutive year.

During 45 of the 46 months of competition, the squadron registered no operational aircraft accidents at all—and not because its pilots were inactive.

Far from it. Golden Dragon pilots flew more than 25,000 hours and logged more than 10,000 carrier

landings during the 45-month period. The figures include about 750J combat sorties during three combat tours in Southeast Asia.

With a near perfect safety record for three consecutive years, any commanding officer would be tempted to dream up esoteric reasons for his pilots' excellence.

The Golden Dragon CO, however, advances only two explanations—esprit de corps and a professional attitude.

TV Classrooms for Seabees

Closed circuit television, the "in" thing around Navy school circles, has found its way into the Seabee training center at Port Hueneme, Calif.

Instructors there plan to commence rolling cameras for their students sometime before the beginning of the year with the hope of developing more efficient instruction methods in all eight of the center's trade courses—steelworker, builder, utilitiesman, construction electrician, engineering aid, equipment operator, construction mechanic, and draftsman illustrator.

Pioneering the Seabee teleteaching project are Chief William Hawkins, director of the instructional TV program, and Thomas A. Talley, a training administrator with the center.

Both men are recent graduates of a six-week educational television course at a civilian college where they studied the various facets of instructional TV, from writing scripts to producing and directing study sessions. They also took a turn as camera crewmen.

Saving time figures as a major feature of TV instruction at Port Hueneme, according to Chief Hawkins. Movies will be shown of operations in areas, such as the center's quarry blasting area, where it might be difficult for groups of men to gather.

Convinced that their teleteaching program will increase student efficiency while reducing instruction time, Chief Hawkins and Administrator Talley foresee the schools, now covering a large area, will eventually be consolidated, similar to many colleges and universities, today.

Meanwhile, plans are to equip each training area with at least one TV classroom.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features 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).

Did You Hear the One About the Traveling Saleslady? (WS) (C): Comedy; Phyllis Diller, Bob Denver.

The Happiest Millionaire (C): Musical Comedy; Fred MacMurray, Tommy Steele.

The Power (WS) (C): Science Fiction; George Hamilton, Suzanne Pleshette.

The Anniversary (C): Drama; Bette Davis, Jack Hedley.

Journey to Shiloh (WS) (C): Western; James Caan, Michael Sarrazin.

The Poppy Is Also a Flower (C): Drama; Senta Berger, Stephen Boyd.

Buckskin (C): Western; Barry Sullivan, Joan Caulfield.

Sol Madrid (WS) (C): Melodrama; David McCallum, Stella Stevens.

The Odd Couple (WS) (C): Comedy; Jack Lemmon, Walter Matthau.

Warkill (C): Melodrama; George

All-Navy Cartoon Contest
Gregory J. Spagnola, SN, USN



"They want to know, do you wanna drag?"

Montgomery, Tom Drake.

Planet of the Apes (WS) (C): Drama; Charlton Heston, Roddy McDowall.

A Man Called Dagger (C): Melodrama; Jan Murray, Terry Moore.

The Devil's Brigade (WS) (C): Drama; William Holden, Cliff Robertson.

Savage Pampas (WS) (C): Drama; Robert Taylor, Ron Randall.

A Minute to Play, A Second to Die (C): Western Drama; Alex Cord, Arthur Kennedy.

The Rover (C): Adventure; Anthony Quinn, Rosanna Schiaffino.

Now Is a Good Time To Check On Your Service Insurance

As a Navyman ordered to active duty for more than 30 days, your life was automatically insured for \$10,000 under the Servicemen's Group Life Insurance which has been in effect since September 1965.

The Servicemen's Group Life Insurance is in addition to the coverage you may have under National Service Life Insurance or United States Government Life Insurance.

You pay \$2 per month for the \$10,000 worth of protection and, although the group insurance coverage was automatic, it was never intended to be compulsory. If you wish, you may reduce the amount of your coverage, cancel the policy altogether, or convert your group life to an individual policy.

If you reduce the amount of protection you receive under the policy, you have but one option—to cut your coverage to \$5000, for which you would pay half-premium—\$1 per month.

You may also cancel the group life insurance policy and pay no premium. If you cancel your Group Life policy, you do not jeopardize the \$10,000 protection you may have under National Service or U. S. Government Life Insurance policies.

A Few More Pointers from the Fleet on the Subject of OBA

In our April 1968 issue, we printed an article entitled "What Do You Know About OBA?" wherein we explained how to use the oxygen breathing apparatus, an important piece of firefighting equipment.

There followed numerous letters and comments on this important subject, many of which offered additional information.

While most of the new information was presented in a follow-up article printed in the June issue, below are excerpts from two of the letters which should be brought to your attention.

SIR: ...A photograph was shown and a statement made about the bail being swung out to insert the canister. If this is done, the lanyard attached to the pin that fires the candle will be in back of the bail.

An inexperienced man, not knowing this, may attempt to pull the lanyard only to have it break. The bail should be swung IN to insert the canister.—William S. Burkhead, MMC(SS), USN.

Our "model" who wore the OBA in our photographs tells us that it was a little difficult to remember to slip the lanyard up through the bail before swinging it closed, although it is a rather simple procedure. It would indeed seem a better idea, therefore, to swing it in, not out, when inserting the canister.—ED.

SIR: . . . your paragraph on removing the expended canister should contain a caution as to where the canister is dropped. If the expended canister is dropped in an oily bucket or bilge, BANG, no more firefighter, and more damage.—Roger L. Mowery, MMI(SS), USN.

This precaution is covered in the *NavShips Technical Manual*, chapter 93, and is a considerably valuable point to make. Oil, gasoline, or similar materials coming in contact with the chemical in either the expended or unexpended canister will cause an explosion.

When the canister is removed, it should not be allowed to drop on the deck or grating if there is loose water on the deck, or if there is the possibility the canister may bounce into a bilge.

It is also dangerous to carry a used canister in a pouch on the belt during firefighting operations or in compartments where water and oil or gasoline may be present on the deck. Loose water is frequently contaminated with oil or grease, and if open canisters fall into it, they may explode.—ED.

Although relatively few choose to do so, you may convert your Servicemen's Group Life Insurance to an individual policy. It is highly improbable that a company will insure you as inexpensively as SGLI, but you have that option.

Life insurance, of course, provides financial protection for your survivors and it is important that you inform beneficiaries of their status.

Upon your death, they will have one year to claim the proceeds of your Group Life Insurance policy. After two years, the Veterans Administration has the authority to disburse the funds on its own initiative.

Normally, it is sufficient to permit the insurance to pass in order of precedence provided by law. If you designate no beneficiary, your widow (or widower) will have first preference. If you leave no widow, your children have next preference on a share and share alike basis.

Minor children or a minor widow, we might mention at this point, cannot receive the proceeds of this insurance unless they have a court-appointed guardian. If you have named no guardian in your will, the appointment of one after your death can be time-consuming and costly.

If you leave no widow or children, your parents will share the proceeds of the group policy. If no parents step forward, the money will be paid to the executor of your estate or to a family member most closely related to you.

If you have an unusual family situation, that is, divorced parents, either or both of whom remarried; or you are divorced, you should designate beneficiaries on VA Form 29-8286. This form may be used whenever you wish to designate a beneficiary.

After you are released from active duty, your protection under the Servicemen's Group Life Insurance will continue for 120 days. After that period, it will lapse unless you convert to an individual policy by following the instructions on the back of the VA Form 29-8284 which you will receive.

You should mail your request for conversion in time to have the entire transaction completed within the 120-day period.

If you convert from a group to an individual policy, you may do so within the 120-day period without

Alnav 53

For the information of all naval personnel, the text of Alnav 53 is quoted below in its entirety:

1. The exercise of the rights of freedom of speech and assembly does not include the right to borrow the inherent dignity, prestige, and traditions represented by the uniforms of the naval service to lend weight and significance to privately held convictions on public issues.

2. Pursuant to Para. 111.A.4 of (DoD Directive 1334.1 of 29 Mar 1967) and effective immediately, members of the Navy and Marine Corps (including retired members and members of Reserve components) are prohibited from wearing uniforms of the naval service while attending or participating in, or continuing to attend or participate in, a demonstration, assembly, or activity with knowledge that a purpose of such demonstration, assembly, or activity is the furtherance of personal

or partisan views on political, social, economic or religious issues; except (A) in connection with official duties or as otherwise authorized in advance by competent authority, or (B) incident to attendance at or participation in a bona fide religious service or observance. Authorization to wear the uniform should be granted by a commanding officer when reasonably assured that the service member's appearance in uniform at the particular event, viewed objectively, is not for the purpose of lending substantial weight or significance to privately-held convictions or interests; would not be so construed by an observer; and that the demonstration, assembly or activity does not relate to matters in public controversy.

U. S. Navy and Marine Corps regulations are hereby amended to include this prohibition. Appropriate printed changes will be distributed later.

undergoing a physical examination and you may insure yourself for the same amount or less than you were insured under your group policy.

You may choose between:

- An ordinary life policy (also known as a whole life or straight life policy) provides lifetime protection in return for premium payments throughout your life. The policy builds a cash value within the first three years and you may surrender the policy for this cash or borrow upon it.

- A limited payment life policy provides lifetime protection, but the premiums are paid over a specific number of years, generally 10, 20 or

30 years or until a certain age, such as 65, is attained. The annual premium is higher during these years, but the policy's cash and loan values increase faster than under the ordinary life policy.

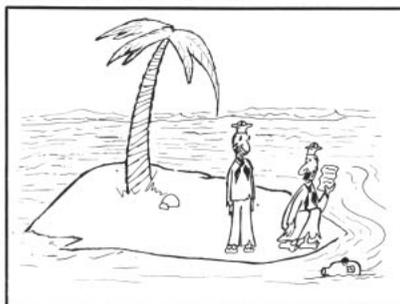
- Endowment policies emphasize savings. They pay a sum of money at a future date named in the policy such as at the end of 20 years or at the age of 65 or at death, if it occurs before that date. Both the premiums and cash value are higher than the other types of policies.

The premiums you pay for your converted insurance will be based upon the type of policy you select, your age and your class of risk—determined by your occupation, travel and other considerations.

You might consider it worthwhile for your family to have full details concerning the protection you give them under your Servicemen's Group Life Insurance policy.

If you do, try the Veterans Administration publication (VA Handbook 29-66-1 dated July 1966) entitled *Servicemen's Group Life Insurance Handbook*. It is available for 35 cents at Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

All-Navy Cartoon Contest
Shirley L. Makowski, SN, USN



"It's for you."



Courses in Damage Control

The following report is one of a continuing series on the very important subject of firefighting and damage control. In previous issues ALL HANDS has reported to the Fleet on the subjects of OBA (Oxygen Breathing Apparatus), Purple "K" and "light water," training at Fleet schools, shipboard damage control innovations and related subjects. Articles from ships and units that have news of interest to the rest of the Fleet are welcomed by ALL HANDS—and all hands.

THE NAVY provides plenty of opportunity for training in damage control and firefighting for those who want to know. Here is a rundown of schools available, courses offered and publications concerning these important subjects:

The Naval Damage Control Training Center at Philadelphia, Pa. offers six courses for officers and 13 courses for enlisted men. When unusual circumstances create a need, special classes may be given upon request. The school has a staff of 24 officers, 56 enlisted men and five civilians. Its student capacity is 576.

The following courses are offered:

Officer Courses (Philadelphia)

● **Prospective CO/XO Damage Control (SECRET) A-2E-020.** Length of course is one week. The Navy skill identifiers for which students are trained are NOC 9222 and 9228.

The purpose of the course is to give prospective commanding and executive officers a broad general knowledge of damage control principles and procedures.

The scope of the course is to review practical aspects of ship stability, administrative procedures, organization of damage control repair parties and latest developments in the areas of damage control, including nuclear, biological and chemical (NBC) warfare defense and firefighting.

A secret clearance is required and quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to: Commanding Officer Naval Damage Control Training Center, Philadelphia, Pa. 19112.

● **Damage Control Assistant (SECRET) A-4G-010.** Length of course, 10 weeks in peacetime and eight weeks during mobilization. The Navy skill identifier for which students are trained is NOC 9308.

The purpose of the course is to provide the minimum training required to prepare junior officers to perform effectively the duties of a damage control assistant (DCA).

The course is composed of the Applied Damage Control Course, the Nuclear, Biological and Chemical Warfare Defense Course and the General Shipboard Firefighting Course.

A secret clearance is required and quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

● **Applied Damage Control (CONFIDENTIAL) A-4G-012.** Length of the course is four weeks in peacetime and three weeks during mobilization. The Navy skill identifier for which students are trained is NOC 9308.

The purpose of the course is to train officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship.

The course covers practical aspects of ship stability, administrative procedures, organization of repair parties, operation and maintenance of damage control equipment and systems including practical exercises involving fire and structural damage.

A confidential clearance is required. Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, U.S. Naval Damage Control Training Center, Philadelphia, Pa. 19112.

● **Nuclear, Biological and Chemical Warfare Defense (Afloat) (SECRET), A-4G-014.** Length of the course is five weeks during peacetime and four weeks during mobilization. The Navy skill identifiers for which students are trained are NOC 9308 and 2765.

The purpose of the course is to train officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship as they relate to defense against nuclear, biological or chemical attack.

The course covers nuclear weapons and effects, radiological detection and survey, nuclear accidents, biological and chemical agents and effects, protection and decontamination and shipboard organization.

A secret clearance is needed and mathematics up to and including algebra is desired.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Phila., Pa. 19112.



& Firefighting for All Hands

• **General Shipboard Fire Fighting, A-4G-016.** Length of course is one week. The Navy skill identifiers for which students are trained are NOC 9308 and 2730.

The purpose of the course is to provide a basic working knowledge for personnel to handle all types of shipboard fires and to function effectively as firefighting team members.

The course covers methods of handling fire hoses and related equipment, types of fires, mechanical foam and foam generating equipments, operating of portable pumps, OBAs, special hazards and dry chemicals and actual firefighting exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa.

Incoming personnel report to Commanding Officer, Naval Damage Control Center, Philadelphia, Pa. 19112.

Classes convene every Monday except holidays.

• **General Shipboard Fire Fighting Indoctrination A-7K-012.** Length of course is two days.

The purpose of the course is to introduce or refresh shipboard personnel to the elementary chemistry of fire and applications of fire extinguishment.

The course covers methods of handling fire hoses and related equipment, types of fires and practical exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa.

Incoming personnel report to Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Enlisted Courses (Philadelphia)

• **Damage Control Indoctrination, A-780-010.** Length of course is one week.

The purpose of the course is to train enlisted personnel in the practical aspects of damage control.

The course covers repair party responsibilities, damage control equipment and practical exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Basic Damage Control, A-780-012.** Length of course is two weeks in peacetime and one and one-half weeks during mobilization.

The purpose of the course is to train enlisted personnel in the practical aspects of damage control.

The course covers organization for damage control, hull and hull system, stability, OBA operation and ap-

plication, casualty control, shoring, hull and pipe patching, repairing with plastics, operation of portable pumps and practical exercises.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **NBC Defense Indoctrination, A-780-015.** Length of course is one week.

The purpose of the course is to provide indoctrination and instruction in the important phases of nuclear, biological and chemical warfare defense to enlisted personnel who have had no previous formal instruction in NBC defense.

The course covers nuclear effects and types of bursts, classification and detection of biological and chemical agents, decontamination procedures, use and care of protective masks and protective clothing.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to the Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Nuclear Biological Chemical Defense for Petty Officers (CONFIDENTIAL), A-780-016.** Length of course is three weeks.

The purpose of the course is to train key shipboard repair party personnel in NBC defense.

This course consists of the Nuclear Defense for Petty Officers (two weeks) and BW/CW Defense for Petty Officers Courses (one week).

Those taking this course must be in pay grade E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to the Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Nuclear Defense for Petty Officers (CONFIDENTIAL), A-780-018.** The length of the course is two weeks.

The purpose of the course is to train key shipboard repair party personnel in nuclear defense.

This course consists of basic nuclear physics; types and effects of bursts; detection and decontamination; operation and calibration of radiac equipment; shipboard monitoring and decontamination; organization of shipboard repair parties; and practical exercises.

Those taking this course must be in pay grade E-4 and above and be key shipboard repair party personnel.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Biology and Chemical Defense for Petty Officers (CONFIDENTIAL), A-780-02v.** The length of the course is one week.

The purpose of the course is to train key shipboard repair party personnel in biological and chemical warfare defense.

The course covers classification, detection and decontamination of BW/CW agents, use and care of gas masks, organization of shipboard repair parties and practical exercises.

Those taking this course must be in pay grades E-4

Students taking this course must be in pay grade E-5 and above.

Quota control is under the Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

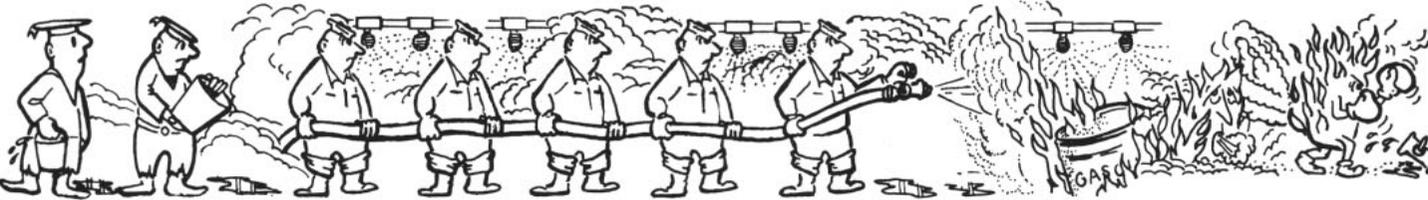
Incoming enlisted personnel report to the Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers report to the CO NDCTC.

• **Portable Fire Pump Repair, A-780-026.** Length of course is one week.

The purpose of this course is to train selected personnel in the maintenance and repair of ships' portable pumps.

The course includes practical experience and knowledge in the fundamentals, repair and maintenance of portable gasoline driven emergency pumps used on board ships of the U.S. Navy.

Quota control is under Commanding Officer, Naval



and above and be key shipboard repair party personnel. A confidential clearance is also required.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

• **Damage Control "Buttercup" Casualty Exercise, A-780-022.** Length of course is one day.

The purpose of the course is to train DC personnel in the practical aspects of damage control.

The course covers damage control problem conducted aboard the "Buttercup" training device.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

A convening schedule is available upon request.

• **Fire Fighting Instructor, A-780-024.** The length of this course is four weeks during peacetime and three weeks during mobilization.

The purpose of the course is to train senior petty officers for duty as firefighting instructors both aboard ship and at Navy firefighting schools. This course is also available for officer personnel who require this training.

The course covers firefighting methods and techniques, operation and care of equipment, first aid, special hazard fires, instructor techniques and practical firefighting field exercises.

The Navy skill identifier for which students are trained is the recently established NEC 9555, Repair Party/Unit Leader. This course, together with the NBC Defense for Petty Officers and the Damage Control Indoctrination Course, completes the school requirements applicable for the assignment of NEC 9555.

Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming enlisted personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers report to CO NDCTC.

This course convenes every Monday except holidays.

• **Damage Control Plastic Repair, A-780-028.** Length of this course is two days.

The purpose of the course is to train personnel in the application of plastics in effecting permanent and temporary repairs of ships' piping. This course is also available for officer personnel who require this training.

The course covers the development of plastics, instruction and application and practical exercises in repair by use of plastics.

Quota control is under Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112.

Incoming enlisted personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers to CO NDCTC.

Classes convene every Tuesday except during holiday leave season.

• **General Shipboard Fire Fighting Indoctrination, A-780-031.** The length of the course is two days.

The purpose of the course is to introduce or refresh shipboard personnel to the elementary chemistry of fire and applications of fire extinguishment.

Incoming enlisted personnel report to Commanding Officer, Naval Receiving Station. Officers report to CO, NDCTC, Philadelphia, Pa. 19112.

• **General Shipboard Fire Fighting, A-780-033.** Length of course is one week.

This course provides a basic working knowledge for personnel to handle all types of shipboard fires and to function effectively as firefighting team members. This

course can be designed expressly for aircraft carrier fire-fighter training.

Enlisted personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112. Officers report to CO, NDCTC, Philadelphia, Pa.

Courses convene every Monday except holidays.

• **Damage Controlmen, Class A, A-780-035.** Course lasts nine weeks during peacetime and eight weeks during mobilization.

Purpose of the course is to provide the basic technical knowledge and skills required to prepare for the lower petty officer rates.

This course covers hull and hull systems, casualty control, shoring, hull and pipe patching, plastic repairs, operating portable pumps, firefighting, basic nuclear physics, characteristics of nuclear bursts, radiac instruments, shipboard monitoring, classification and detection of BW/CW agents, shipboard decontamination, use and



care of gas masks, boat and deck repair, practical exercises.

Students are chosen from among selected Damage Control Firemen having a GCT+MECH+SP of 156 and who are qualified for sea duty.

Quota control is under: Fleet—Commanding Officer, Naval Damage Control Training Center, Philadelphia, Pa. 19112. All others—BuPers.

Incoming personnel report to Commanding Officer, Naval Receiving Station, Philadelphia, Pa. 19112.

Treasure Island

The Naval Schools Command at Treasure Island, Calif., offers six damage control courses for officers and 15 courses for enlisted men. When unusual circumstances create a need, special courses may be given upon request. The school has a staff of 24 officers, 61 enlisted men and one civilian. Its student capacity is 500.

The following courses are offered:

Officer Courses

• **Prospective CO/XO Damage Control (SECRET), A-2E-020.** Length of the course is one week. Those taking the course are trained for NOCs 9222 and 9228.

The purpose of the course is to give prospective commanding and executive officers a broad general knowledge of damage control principles and procedures.

The course covers a review of practical aspects of ship stability, administrative procedures, organization of damage control repair parties and the latest developments in the areas of damage control including NBC defense and firefighting.

Students are required to have a secret clearance.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Convening dates are available upon request.

• **Damage Control Assistant (SECRET), A-4G-011.** The length of this course is 10 weeks during peacetime and eight weeks during mobilization.

This course provides minimum training required to prepare junior officers to perform effectively the duties of a damage control assistant (DCA).

Quota control is under Officer in charge, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Applied Damage Control (CONFIDENTIAL) A-4G-013.** Length of course is four weeks during peacetime and three weeks during mobilization.

The purpose of this course is to train officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship.

Quota control is under Commanding Officer, Naval

Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Nuclear, Biological and Chemical Defense (Afloat) (SECRET) A-4G 015.** Length of this course is five weeks during peacetime and four weeks during mobilization.

This course trains officers to assume responsibility for and accomplish the duties associated with the organization, training and readiness of damage control functions aboard ship as they relate to defense against nuclear, biological or chemical attack.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **General Shipboard Fire Fighting A-4G-017.** Length of course is one week.

This course provides a basic working knowledge for personnel to handle all types of shipboard fires and to function effectively as firefighting team members.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene every Monday except holidays.

• **General Shipboard Fire Fighting Indoctrination A-7K-013.** Length of the course is two days.

This course introduces or refreshes shipboard personnel to the elementary chemistry of fire and applications of extinguishment.

It covers methods of handling fire hoses and related equipment, types of fires and practical exercises.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene every Monday and Wednesday except holidays.

Enlisted Courses (Treasure Island)

• **Joint Armed Services Courses in Maintenance of Radiac Instruments A-670-020.** Length of the course is four weeks. The Navy skill identifier for which students are trained is NEC 9597.

Purpose of this course is to train personnel in radiac instrument operation, maintenance and calibration.

The course covers operation, maintenance, calibration and repair of alpha, beta, gamma and neutron detection instruments; monitoring; decontamination; AEC license requirements, basic nuclear physics and effects of nuclear explosions and radiation hazards.

Students must have a background in electronics, physics or equivalent. Generally speaking, the ET, IC, EM, ET, FT, FC, ST, AL, AT and AX ratings qualify. No clearance is required.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Damage Control Indoctrination, A-780-011.** Length of course is one week.

The purpose of this course is to train enlisted personnel in the practical aspects of damage control.

The course covers repair party responsibilities, damage control equipment and practical exercises.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Division Damage Control Petty Officer, A-780-014.** Length of course is three days.

Purpose of this course is to train damage control petty officers in their assigned duties.

The course covers division damage control inspec-

Officers (two weeks) and BW/CW Defense for Petty Officers (one week).

Students must be in pay grade E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Nuclear Defense for Petty Officers (CONFIDENTIAL), A-780-019.** Length of course is two weeks.

Purpose of the course is to train key shipboard repair party personnel in nuclear defense.

The course covers basic nuclear physics, types and effects of bursts; detection and decontamination; operation and calibration of radiac equipment; shipboard monitoring and decontamination; organization of shipboard repair parties and practical exercises.

Students must be in pay grades E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

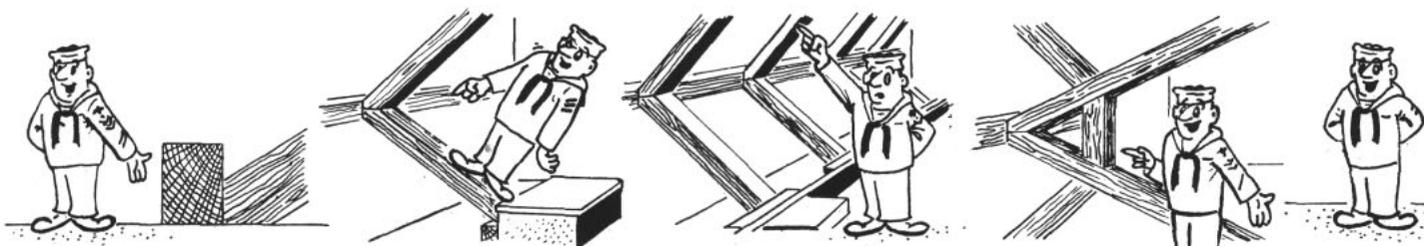
Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Biological and Chemical Defense for Petty Officers (CONFIDENTIAL), A-780-021.** Length of course is one week.

Purpose of the course is to train key shipboard repair party personnel in biological and chemical defense.

Course covers classification, detection and decontamination of BW/CW agents, use and care of gas masks, organization of shipboard repair parties and practical exercises.

Students must be in pay grades E-4 and above and be key shipboard repair party personnel. A confidential clearance is required.



tions of equipment and spaces, organization, routine upkeep, maintenance, tests and reports.

This course is open only to petty officers in pay grade E-4 and above.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Nuclear Biological Chemical Defense for Petty Officers (CONFIDENTIAL) A-780-017** Length of course is three weeks.

Purpose of the course is to train key shipboard repair party personnel in NBC defense.

This course consists of the Nuclear Defense for Petty

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

• **Damage Control "Buttercup" Casualty Exercise, A-780-023.** Length of course is one day.

Purpose of course is to train DC personnel in the practical aspects of damage control.

The course covers damage control problems conducted aboard "Buttercup" training device.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Dates on which classes convene can be furnished upon request.

● **Fire Fighting Instructor, A-780-025.** Length of course is four weeks during peacetime and three weeks during mobilization.

The purpose of the course is to train senior petty officers for duty as firefighting instructors both aboard ship and at Navy firefighting schools.

This course is also available for officer personnel who require this training.

The course covers firefighting methods and techniques, operation and care of equipment, first aid, special hazard fires, instructor techniques and practical firefighting field exercises.

The Navy skill identifier for which students are trained is the recently established NEC 9555, Repair Party/Unit Leader. This course, together with the NBC Defense for Petty Officers and the Damage Control Indoctrination Course, completes the school requirements applicable for the assignment of NEC 9555.

Students must be in pay grade E-5 and above.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

● **Portable Fire Pump Repair, A-780-027.** Length of course is one week.

Purpose of the course is to train selected personnel in the maintenance and repair of ships' portable pumps.

The course includes practical experience and knowledge in the fundamentals, repair and maintenance of portable gasoline driven emergency pumps used on board ships of the U. S. Navy.

Classes convene every Monday except holidays.

● **Damage Control Plastic Repair, A-780-029.** Length of course is two days.

Purpose of the course is to train personnel in the ap-

Purpose of the course is to train personnel in the operation and maintenance and tests and inspection of the magazine sprinkler system.

Course covers principles of operation, how to recognize faulty operation and the repair of valves and nozzles and how to perform checks and replace defective components.

Quota control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Officer in Charge, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene once a week upon request.

● **General Shipboard Fire Fighting Indoctrination, A-780-032.** Length of course is two days.

The purpose of the course is to introduce or refresh shipboard personnel in the elementary chemistry of fire and applications of fire extinguishment. This course can be designed expressly for aircraft firefighting and training.

Quota Control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

● **General Shipboard Fire Fighting, A-780-034.** Length of course is one week.

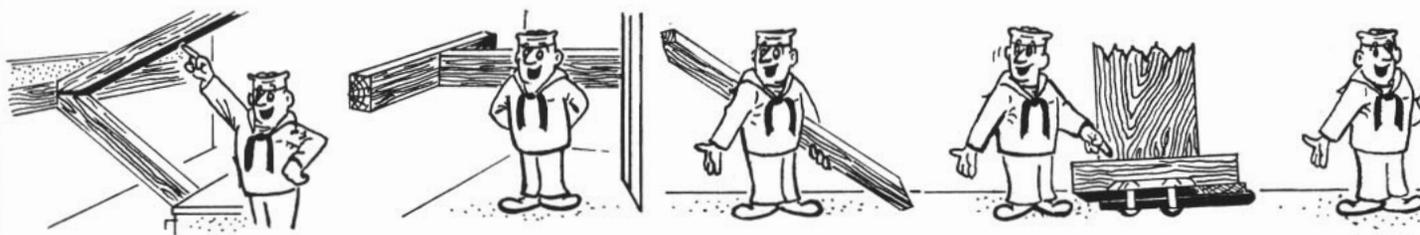
This course provides a basic working knowledge for personnel in handling all types of shipboard fires and instruction on how to function effectively as firefighting team members. This course can be designed expressly for aircraft carrier firefighting training.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Quota Control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Courses convene every Monday except holidays.

● **Damage Controlmen, Class A, A-780-036.** Length of course is nine weeks in peacetime and eight weeks during mobilization.



plication of plastics in effecting permanent and temporary repairs of ships' piping. This course is also available to officers who need the training.

The course covers the development of plastics, instruction and application and practical exercises in repair by use of plastics.

Quota Control is under Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif. 94130.

Classes convene every Tuesday except holidays.

● **Automatic Thermo-Pneumatic Control System for Magazine Sprinkler System Control Valves, A-780-030.** Length of the course is two days.

Purpose of the course is to provide the basic technical knowledge and skills required to prepare for the lower petty officer rates.

This course covers hull and hull systems, casualty control, shoring, hull and pipe patching, plastic repairs, operating portable pumps, firefighting, basic nuclear physics, characteristics of nuclear bursts, radiac instruments, shipboard monitoring, classification and detection of BW/CW agents, shipboard decontamination, use and care of gas masks, boat and deck repair, practical exercises.

Those taking this course are selected from among firemen having a GCT + MECH + SP of 156 and who are qualified for sea duty.

Quota control is under — Fleet: Commanding Officer, Naval Schools Command, Treasure Island, Calif. All others: BuPers.

Incoming personnel report to Commanding Officer, Naval Schools Command, Treasure Island, Calif.

Officer Course At Ft. McClellan, Ala.

One course is offered at the Naval Unit, Ft. McClellan, Ala. This unit is staffed by five officers and four enlisted men and has a student capacity of 56. The course offered is:

• **Nuclear, Biological and Chemical Defense (ASHORE) (SECRET) A-7K-011.** Course lasts for six weeks during

above and civilians in the grade of GS-12 and above who have a need to know. An interim top secret clearance is required.

Quota control is under Chief of Naval Personnel (Pers-C21).

Incoming personnel report to Commandant, CBR weapons, Orientation Course, Dugway Proving Ground, Dugway, Utah 84022.

All military personnel taking the course must have a potential of at least one year of active duty service or three years of Reserve component service. Civilians must be in a key position where need to know is mandatory



peacetime and five weeks during mobilization. The Navy skill identifiers for which students are trained are NOC 2765 and NEC 9598.

The purpose of the course is to provide instruction to officer and selected civilian and enlisted personnel in nuclear, biological and chemical defense (NBCD) and accident control. This course is designed for personnel assigned to NBCD or disaster control duties with activities of the naval shore establishment and other federal agencies. A limited number of enlisted personnel whose duties as instructors require the training are authorized to attend.

The course provides instruction on nuclear weapons and their effects; radiological monitoring and surveys; biological and chemical weapons and effects; protective measures and decontamination methods; nuclear, biological, and chemical accident control; disaster control planning and operation.

A secret clearance is required. The course is open to enlisted personnel in pay grades E-5 and above. Quota requests must certify the combined GCT/ARI score of 110 or above. Civilians in grade GS-9 or above are authorized to attend.

Quota Control is under Commanding Officer, Naval Unit, Army Chemical Center and School, Fort McClellan, Ala. 36201.

Officer Course at Dugway Proving Grounds, Utah

One course is offered to senior naval officers and selected civilians at the Dugway Proving Grounds, Dugway, Utah. The Navy has an annual quota of 100 students. There are usually 25 classes convening annually. The Navy has been using about 70 to 80 per cent of its quota for the following course:

• **Army CBR Weapons Orientation (TOP SECRET) A-2E-022.**

Length of course is three and one-half days during peacetime.

The purpose of the course is to present instructional material dealing with United States policy, doctrine, techniques and capabilities as an orientation for senior military and civilian personnel of the Department of Defense.

The course is open to lieutenant commanders and

and they must also have a potential of at least two years of additional service.

Classes convene approximately 25 times per year, usually from August through June.

Atlantic Fleet Courses

In addition to the courses listed above, a number of courses are also offered in damage control by the Commander, Training Command, Atlantic Fleet. Here they are:

• **Damage Control (Basic), J-00-401 and J-000-401.**

This course is given at the U. S. Fleet Training Center at Norfolk, Va., and is a joint officer/enlisted course lasting one week.

The purpose of the course is to provide instruction for inexperienced shipboard personnel in damage control organization, nomenclature, communications, equipment, and the minimization and correction of the effects of operational and battle damage to personnel and to units of the Fleet.

This course covers damage control organization, the necessity for and importance of damage control, interior battle communications, procedures for the prevention, minimization and correction of damage to material and personnel, damage control markings and conditions, strip ship procedures, watertight integrity, basic firefighting techniques, basic NBC warfare defense, first/self aid and principal standard damage control equipment. Practical exercises are also given in this instructional program.

All officers and enlisted personnel with limited or no

Did We Miss Your Unit?

Complete coverage was the aim of this rundown on damage control courses but some may have been changed, omitted or added by publication time. Readers should also consider that a Navy Training Plan is even now being formulated.

If your command offers a regularly scheduled, Fleet sponsored damage control or firefighting course which is not mentioned here, ALL HANDS would appreciate hearing about it.

damage control experience are eligible for the basic damage control course.

Incoming personnel report to the Director, Damage Control School, Building P-4, U. S. Naval Base, Norfolk.

• **Damage Control (Basic), J-00-402 and J-000-402.** This is a joint officer/enlisted course which lasts one week. It is offered at the U. S. Fleet Training Center at Charleston, S. C., and its purpose and scope are the same as those of the identical course (above) given at Norfolk.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston, S. C.



• **Damage Control (Basic), J-00-403 and J-000-403.** This is a joint officer/enlisted course offered at the U. S. Fleet Training Center, Newport, R. I. Its purpose and scope and length are the same as those given above for Course J-00-401 and J-000-401.

Incoming personnel report to Building 404, U. S. Naval Base, Newport, R. I.

• **Damage Control (Advanced) J-00-404 and J-000-404.** This is a one-week course for both officers and enlisted men.

The purpose of the course is to train experienced shipboard personnel in damage control organization, equipment, proper procedure for the prevention, minimization and correction of the effects of operational and battle damage to personnel and to units of the Fleet.

This course includes instruction in investigating and reporting damage, rescue and care of wounded personnel, operating procedures for standard damage control, elements of stability, use of ships' damage control book, electrical casualty control, damage control piping systems, temporary repair procedures and NBC warfare defense. Practical exercises are also included.

All officers and enlisted men taking this course must have had previous damage control experience, have been assigned to repair parties for a minimum period of six months and/or be a graduate of Course J-000-401.

Incoming personnel report to Director, Damage Control School, Building P-4, U. S. Naval Base, Norfolk.

• **Damage Control (Advanced), J-00-405 and J-000-405.** This is a one-week course for both officers and enlisted men given at the U. S. Fleet Training Center, Charleston, S. C. The course's purpose, prerequisites and scope are the same as those given above for courses J-00-404 and J-000-404.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston.

• **Damage Control (Practical Procedures), J-00-406 and J-000-406.** This is a one-week course offered at the U. S. Fleet Training Center at Newport, R. I. It is for both officers and enlisted men.

The purpose of the course is to provide a team training situation for repair party personnel, whereby trainees will develop a better understanding of the duties, re-

sponsibilities and various functions of a repair party within the damage control battle organization.

The course also provides training in the operation of damage control equipment and the application of practical damage control procedures used to minimize the effects of damage to a ship.

The course covers practical exercises in mock-ups covering damage control battle organization, investigation and reporting damage, repairing damage in action, operating portable pumping equipment, methods of unwatering flooded compartments, isolation of damaged electrical systems, the casualty power system, rigging

emergency communications and power, making temporary repairs, rescue of personnel and caring for wounded, material conditions of readiness. The course ends with a practical exercise using the floating trainer Buttercup.

The course is open to both officers and enlisted men. Those who have had experience in repair parties are preferred.

Incoming personnel report to Building 404, U. S. Naval Base, Newport, R. I.

• **Battle Problem Exercise (Buttercup) J-00-407 and J-000-407.** This is a one-day course offered for both officers and enlisted men at the Fleet Training Center, Newport, R. I.

The purpose of the course is to provide battle problem training for organized repair parties in practical damage control procedures associated with repairing damage in action.

The course consists of one-half day refresher training in shoring, pipe patching and unwatering flooded compartments with portable pumping equipment.

During the afternoon, the repair party functions as a team under the direction of the repair party officer in a battle problem with damage imposed on the floating trainer Buttercup.

The course is open to both officers and enlisted men, but those who have had repair party experience are preferred.

Incoming personnel report to Building 404, U. S. Naval Base, Newport, R. I.

• **Firefighting (Long-Basic) J-00-408 and J-000-408.** This is a one-week course open to both officers and enlisted men. It is offered at the U. S. Fleet Training Center at Norfolk, Va.

The purpose of the course is to train officers and enlisted personnel in all phases of basic shipboard firefighting techniques and in the use of nomenclature and maintenance of shipboard firefighting equipment.

This course includes instruction in chemistry and nature of fire, use and maintenance of hoses and associated equipment, use of extinguishing agents, special hazard fires and fires involving high explosives and nu-

clear weapons, operation and use of oxygen breathing apparatus, operation of portable pumps and analysis of fire situations with emphasis on the use of proper equipment and firefighting procedures.

Incoming personnel report to Director, Fire Fighting School, Building SDA 209, South Annex, Hampton Blvd., Norfolk, Va.

• **Fire Fighting (Long-Basic), J-00-409 and J-000-409.** This is a one-week course offered at the U. S. Fleet Training Center, Charleston, S. C. Its purpose, scope and prerequisites are identical to those listed for Courses J-00-408 and J-000-409 above.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston, S. C.

• **Fire Fighting (Long-Basic), J-00-410 and J-000-410.** This is a one-week course offered for both officers and enlisted men at the U. S. Fleet Training Center, Newport, R. I.

The purpose, scope and prerequisites of the course are identical to those given for course J-00-408 and J-000-408 above.

Incoming students report to Building 130, Coaster Harbor Island, U. S. Naval Base, Newport, R. I.

• **Fire Fighting (Short), J-00-411 and J-000-411.** These courses are offered to officers and enlisted men respectively. They last two days and are given at the U. S. Fleet Training Center, Norfolk, Va.

The purpose of the courses is to train officer and enlisted personnel with previous firefighting experience or training in all phases of basic shipboard firefighting techniques and in the use, nomenclature and maintenance of shipboard firefighting equipment.

The course includes chemistry and nature of fire, use



and maintenance of hoses and associated equipment, use of extinguishing agents, special hazard fires and fires involving high explosives and nuclear weapons. Operation of OBA, operation of portable pumps and analysis of fire situations, with emphasis on the use of proper equipment and firefighting procedures.

Incoming personnel report to Director, Fire Fighting School, Bldg. SDA 209, South Annex, Hampton Blvd., Norfolk, Va.

• **Fire Fighting (Short), J-00-412 and J-000-412.** These courses are offered to officers and enlisted men respectively at the U. S. Fleet Training Center, Charleston, S. C. Both courses last two days.

The purpose, scope, prerequisites of the courses are the same as those listed above for courses J-00-411 and J-000-411.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston, S. C.

• **Fire Fighting on Board Submarines, J-00-414 and J-000-414.** This course is offered for officers and enlisted men, respectively. It lasts one day.

The purpose is to train submarine crewmembers in proper techniques of fighting fires aboard submarines.

Course covers firefighting conditions peculiar to submarines. All students must, therefore, be submarine personnel.

Incoming personnel report to Building 202, U. S. Naval Base, Charleston.

• **Individual Repair Party Team Training, J-00-415 and J-000-415.** These courses are offered to officers and enlisted men, respectively, at the U. S. Fleet Training Center, Norfolk, Va. The courses last one day.

The purpose is to provide training for personnel who are assigned as members of the same organized repair party and to provide that repair party with experience as a team.

Subject matter includes repair party organization, maintenance of watertight integrity, electrical casualty control, dewatering, investigation and reporting of fires and hull damage and temporary repairs to hull damage.

Students must be officers and enlisted personnel assigned to the same repair party or team. The repair party officer or team leader shall be in attendance.

Incoming members of repair party teams report to the Director, Damage Control School, Bldg. P-4, U. S. Naval Base, Norfolk.

• **Plastic Patching Procedures, J-000-417.** This course is offered at the U. S. Fleet Training Center, Norfolk, Va. and also at the U. S. Fleet Training Centers at Charleston and Newport. It lasts for two days.

The purpose of the course is to train personnel to apply, in place, plastic repair materials to ruptured or cracked metallic piping systems, decks, bulkheads and various other shapes and surfaces.

Subject matter for the course includes the procedures for computing the required amount of patching material to be used, procedures for surface preparation and patch application to ruptured or cracked metallic piping, bulkheads, decks and various other shapes and surfaces.

Practical work includes the computation of material, surface preparation and application of a patch to a ruptured metallic pipe and flat surface. The patch is then pressure tested.

• **P-60 (Handy Billy) Pumps, Overhaul and Operation, J-000-420.** This course is offered at the U. S. Fleet Training Centers at Charleston and Norfolk and lasts two days.

The purpose of the course is to provide instruction for shipboard personnel in the operation and maintenance of the P-60 (Handy Billy) portable emergency fire pump.

The course covers instruction in the operation, routine maintenance and overhaul of the pump. Subject matter

is presented through lectures and demonstrations and by the use of practical application by the students in minor repairs, major overhaul and operation procedures.

Students must be enlisted men serving in the engineering department. Officers may also attend if they desire.

Students reporting to Norfolk should contact the Director, Firefighting School Bldg., SDA 209, South Annex, Hampton Blvd., Norfolk. Charleston students should report to Bldg. 202.

● **P-250 Pumps, Overhaul and Operation, J-000-422.** This course is offered at the U. S. Fleet Training Centers at Norfolk, Va., and Charleston, S. C. The course lasts two days.

Purpose of the courses is to train shipboard personnel in the operation and maintenance of the P-250 portable emergency pump. It consists of instruction in the operation, routine maintenance and overhaul of the pump and subject matter is presented through lecture and demonstration.

Enrollees must be enlisted personnel, although officers may also attend if they wish.

Norfolk students report to Director, Firefighting School, Bldg. SDA 209, South Annex, Hampton Blvd. Charleston students report to Bldg. 202, Charleston Naval Base.

● **P-500 Pumps, Overhaul and Operation, J-000-424.** This course is offered at the U. S. Fleet Training Center, Norfolk, Va. It lasts three days.

The purpose of the course is to instruct shipboard personnel in the operation and maintenance of the P-500 portable emergency fire pump. Instruction includes the operation and routine maintenance of the pump and is

terial and personnel decontamination, protective clothing and first/self aid.

Biological subject matter includes types of biological agents and effects, agent sampling, monitoring and decontamination equipment and procedure for shipboard personnel and material, protective clothing and first/self aid.

Chemical subject matter includes types of agents and their effects, agent detection and testing and procedures for shipboard personnel and material decontamination and monitoring.

All officers and petty officers who are repair party leaders, monitoring and decontamination team members, or damage control central personnel are eligible to attend this course.

Pacific Fleet Courses

A number of damage control training courses are also offered by the activities of the Training Command, U. S. Pacific Fleet. They are:

● **Damage Control Team Training, K-000-404.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136, and at the Fleet Training Group, Halawa Compound, Pearl Harbor, Hawaii 96610. The course lasts one day and provides team training for ships' repair parties in the practical application of damage control.

The course covers a review of damage control nomenclature, compartmentation, material conditions, repair party organization, damage control communications and investigations. A battle problem is conducted in which the repair team functions as a unit in the practical control of battle damage.



given through a series of lectures and practical demonstrations.

Students should be enlisted personnel, although officers may attend if they wish.

Incoming students report to the Director, Firefighting School Bldg., SDA 209, South Annex, Hampton Blvd., Norfolk.

● **NBC (Nuclear, Biological and Chemical) Defense (Shipboard), J-00-430 and J-000-430.** This course is offered at the U. S. Fleet Training Centers at Norfolk, Va., Charleston, S. C. and at Newport, R. I. The length of the course is two weeks.

The purpose of the course is to train officers and key petty officers in the practical aspects of shipboard NBC warfare defense in order that they may assist commands in organizing and training personnel in the field.

This is done through lectures, films, demonstrations and practical exercises. Nuclear subject matter includes types of nuclear bursts and their effects, types of nuclear radiation and their detection and measurement, monitoring procedures, procedures for shipboard ma-

The course is open to both officers and enlisted personnel. Quota control in the San Diego area is under COMTRAPAC and in the Pearl Harbor area, COMFLETRAGRU Pearl.

Incoming personnel at San Diego report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136. At Pearl Harbor, incoming personnel report to Commander Fleet Training Group, Bldg. 50, Engineering Schools Section, Halawa Compound.

Classes at San Diego convene on Mondays and Thursdays every month except December. At Pearl Harbor, they convene on Wednesdays.

● **Nuclear Defense at Sea, K-000-426.** This course is offered at the Fleet Training Group, Engineering Schools Section, Halawa Compound, Pearl Harbor, Hawaii 96610. The course lasts three days.

The course provides team training and practical experience for shipboard repair parties and other key personnel in shipboard procedures for nuclear defense at sea.

The course covers the basic fundamentals and characteristics of nuclear energy, shipboard defense preparations, decontamination procedures, and evaluation of nuclear hazards.

Students may be both officers and enlisted men. Quota control under COMFLETRAGRU Pearl.

Incoming personnel report to Commander Fleet Training Group, Bldg. 50, Engineering Schools Section, Halawa Compound, Pearl Harbor, Hawaii 96610.

Classes convene on first Wednesday of each month.

• **Radiological Decontamination, K-000-427.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts one day.

The purpose of the course is to train groups, teams, or individuals in radiological decontamination procedures of ships and personnel.

The course covers radiological hazards, decontamination, personal protection and personnel monitoring. It is open to both officer and enlisted personnel and quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136. Classes convene on second and fourth Wednesdays of each month except December, in which class convenes only on the second Wednesday.

• **Petty Officers Basic Indoctrination in Radiological Plotting, K-000-429.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts two days.

The course provides petty officers with the minimum training considered essential for a basic understanding of radiological plotting. Its scope includes thumb rules, dosage and dose-rate tabular forms, intensity graph, intensity nomogram and staytime graph and the log-log plot.

Students must be petty officers who are graduates of the practical nuclear defense course (K-000-425). Quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136.

Classes convene the second and fourth Monday of each month except December, when class convenes on the second Monday only.

• **Shipboard Fire Fighting, K-000-441.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136, the Fleet Training Group, Halawa Compound, Pearl Harbor, Hawaii 96610, and the Fleet Training Group, Western Pacific, U. S. Fleet Activities, Yokosuka, Japan. The course lasts two days.

The course prepares shipboard personnel to select and operate appropriate standard Navy firefighting equipment for extinguishment of Class B and C fires.

It covers the chemistry of fire, fighting agents, opera-

tion and use of standard shipboard firefighting equipment, emergency portable pumping equipment, portable foam proportioners and oxygen breathing apparatus.

The course is open to enlisted and officer personnel. Quota control is under COMTRAPAC in the San Diego area, COMFLETRAGRU Pearl for the Pearl Harbor Area and COMFLETRAGRU WestPac for the Western Pacific area.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136; Commander Fleet Training Group, Bldg. 50, Engineering Schools Section, Halawa Compound, Pearl Harbor, Hawaii 96610; or Commander Fleet Training Group, Western Pacific, Bldg. A-20, U. S. Fleet Activities, Yokosuka, Japan.

Classes convene on Mondays, Wednesdays and Fridays (closed in December) at San Diego, on Mondays at Pearl Harbor and Tuesdays in Yokosuka.

• **Aircraft Carrier Fire Fighting, K-000-445.** This course is offered at the Fleet Training Center, U. S. Naval Station, San Diego, Calif. 92136. It lasts one week.

The course prepares officers and enlisted men to combat Class B fires likely to be encountered on aircraft carrier flight and hangar decks and to rescue personnel from burning aircraft.

Instruction is given in the chemistry of fire, firefighting equipment protective systems, high capacity foam system, fire party organization, methods of fire extinguishment, crash fire and pilot rescue and special hazardous materials.

Students may be officer or enlisted personnel. The minimum number accepted from aircraft carriers is 24. For other ships having helicopter handling capabilities, the minimum is eight. Quota control is under COMTRAPAC.

Incoming personnel report to Commanding Officer, Fleet Training Center, Bldg. 55, U. S. Naval Station, San Diego, Calif. 92136.

Classes convene each Monday except during December, when the course is closed.

• **Fire Fighter, K-000-446.** This course is offered at the Fleet Training Group, Western Pacific, U. S. Fleet Activities, Yokosuka, Japan. It lasts one day.

The course provides an introduction and familiarization in extinguishing fires by providing shipboard firefighting teams with a condensed refresher course in fighting fire aboard ship. It will provide a basic knowledge of the uses and operation of firefighting equipment and give the ship's firefighting parties an opportunity to work together as a team.

Students may be officers or enlisted men. One officer should accompany each shipboard team. Quota control is under COMFLETRAGRU West Pac.

Incoming personnel report to: Commander Fleet Training Group, Western Pacific, U. S. Fleet Activities, Bldg. J-187, Yokosuka, Japan.



TAFFRAIL TALK

THE RESIDENTS of the U. S. Naval Home in Philadelphia have a new mascot—a bay gelding named Tallyho standing 16 hands high. He is 16 years old and has just completed a 10-year tour of duty with Philadelphia's Fairmount Park Police.

Tallyho replaces Dexter, the only horse in the Navy, who died on 11 Jul 1968. Dexter had been stationed at the Naval Home for a number of years, following his retirement from the Navy after 21 years of service.

Dexter was a subject of great interest to the men at the Naval Home and has been missed since his departure for Fiddler's Green. Now, Tallyho will fill the billet of mascot.

Tallyho has had an active life with the Fairmount Park Police. For several years he participated with the police in their appearances at the Devon Horse Show, the Delaware County Horse Show, and the Thrill Show at the John F. Kennedy Stadium in Philadelphia. Also, he participated in exhibitions by the Park Police as a member of their 32-horse drill team.

Like Dexter before him, Tallyho was devoted to his work, but finally was just not up to the demanding duties of his billet. At official ceremonies on 2 October, Tallyho was presented to Rear Admiral Michael F. D. Flaherty, Governor of the Naval Home, by officials of the Park Police.

Unlike Dexter, Tallyho will not have an official Navy serial number, because appropriated government funds are not available for his support.

However, he will be assigned a serial number by the Home, and the men living there will chip in out of their pockets to provide for his chow and berthing.

As was the case with Dexter, Tallyho's only duty will be to contribute to the happiness of the men who share their retirement with him at the U. S. Naval Home.

★ ★ ★

The Navy has its bird watchers, and its clock watchers. Some Navymen are even girl watchers, we were astonished to learn from an unimpeachable, shapely source. One small group of Navymen are polar bear watchers. Not full-time, of course.

Most of the time they are ice observers, which means they fly over the Arctic making periodic checks of ice conditions for the U. S. Naval Oceanographic Office.

While they're at it, they record polar bear sightings for interested biological institutions.

During the last four years, the Navy ice observers have sent data on bear sightings to the U. S. Bureau of Sport Fisheries and Wildlife and the Norwegian Institute of Marine Biology.

When they see a polar bear, the ice observers record the date and time of the sighting, the bear's geographic location, its relative size, and the direction in which it is traveling. They also note weather conditions.

Using this information, biologists hope to learn such bear essentials as where the wandering white critters are headed, and why. Apparently, the biologists feel the polar bear's movements bear watching.

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: WELCOME VISITOR—Chief Hospital Corpsman Don L. Hansen, USN, is welcomed to Chinhae, Republic of Korea, by the village elder. Chief Hansen is an advisor to the Korean Naval Medical Center located in the village.—Photo by John W. Gorman, PHC, USN. (See also page 9.)

● BACK COVER photo by P. W. Cheronouski, PH1, USN.





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