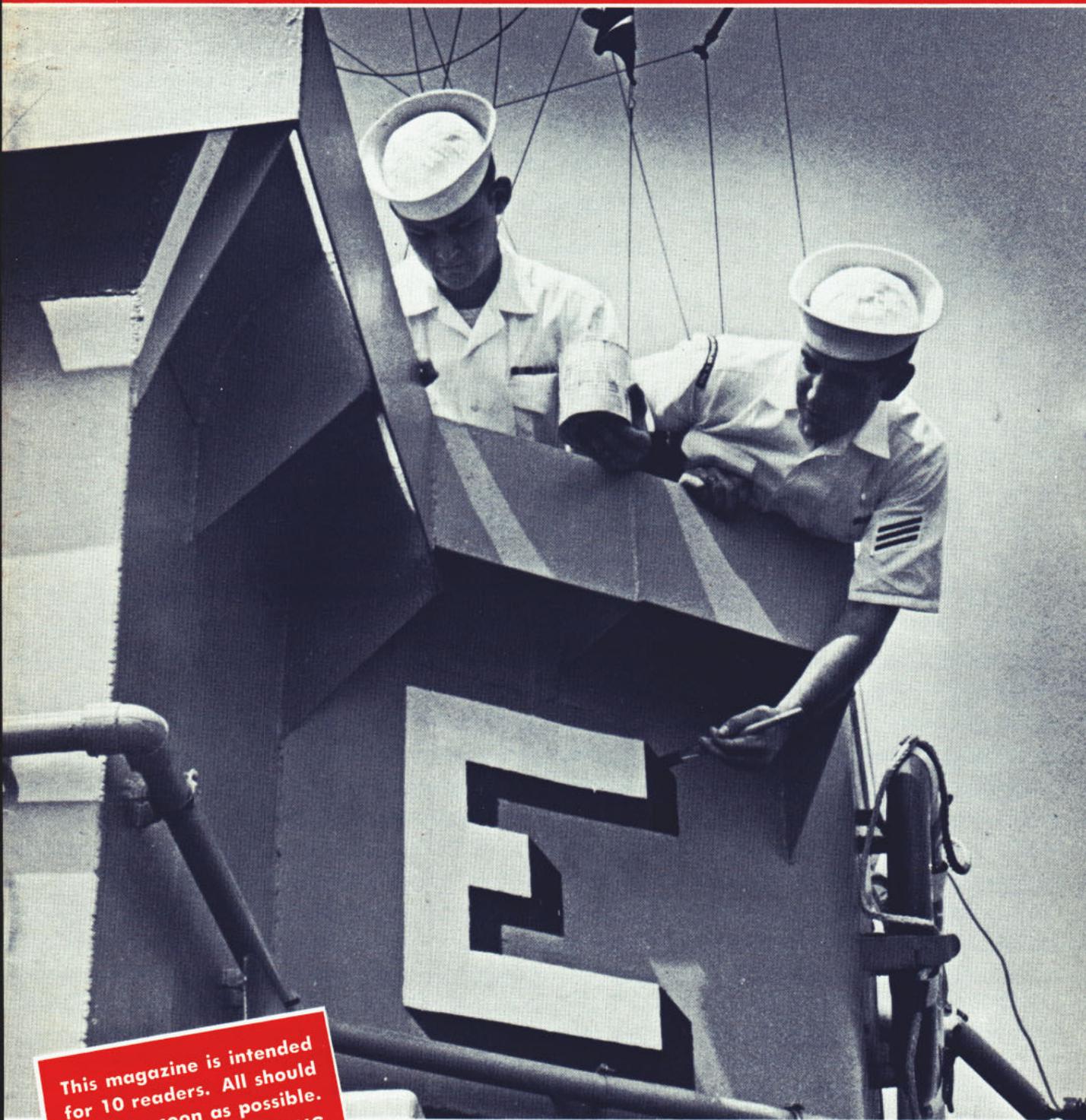


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should
see it as soon as possible.
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JANUARY 1969





ALL HANDS

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JANUARY 1969

Nav-Pers-O

NUMBER 624

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● FRONT COVER: PROUD PAINTERS—Painting the Battle Efficiency "E" award on their ship is a kind of shipboard painting a sailor doesn't mind. So it is with Seaman Raymond E. Young, with brush, and Storekeeper 3rd Class Robert A. Crowder as they paint the big "E" on the bulkhead of their ship, USS Douglas H. Fox (DD 779).—Photo by Claude V. Sneed, Photographers Mate 2nd Class, USN.

● AT LEFT: SWAPPING SHIPS—Radarman 2nd Class Jay Pittman (rt.) helps Radarman 2nd Class Richard Morris pack his bags as the two trade ships at Pearl Harbor. Petty Officer Pittman had served two years aboard USS PHILIP (DD 498) before switching places with Petty Officer Morris aboard USS FLETCHER (DD 445).





NAVY LIFE—Photo above: USS Coral Sea (CVA 43) enters port after earlier cruise. Below right: Navy junk offloads medical supplies at Vietnam village.

WORLD TRAVELERS ON THE JOB

THE STRONG INTEREST shown by people in seeing what's going on elsewhere in the world is a well-established human trait. Most of us are prevented from enjoying this experience as much as we would like, first of all by the restrictions of our jobs; and second, by the cost.

Not so the Navyman. His work takes him everywhere. And the opportunity to travel, while at work and on leave, continues to be one of the biggest drawing cards of a Navy career.

U. S. bluejackets can be found in almost every corner of the seven seas and on the seven continents. Some may be sailing into an equatorial sunset, others working their way through snow and ice 14,000 feet thick in Antarctica.

A newly enlisted Navyman could look forward to any of several interesting travel possibilities, as demonstrated in various articles in this issue of ALL HANDS. For example, his ship might be pulling into Mombassa, Kenya, and he could find himself on an African safari, staying overnight in the shadow of Mount Kilimanjaro, as the men of *uss Claud Jones* (DE 1033) did recently (see page 15).

If he heads for Pacific waters, maybe he'll be fortunate enough to be part of a census-taking party, tropical island-hopping in the Eastern Carolines, like the crew of *uss San Joaquin County* (LST 1122) (page 8).

Or maybe he'll drop mail to a lonely party on icy Jan Mayen Island, in



the Norwegian Sea (page 7).

Wherever his Navy career takes him, he can be sure that, more than most people, he will have seen some of his world. The collection of short items below serves to illustrate the fact that Navymen can be found in a multitude of places, engaged in many different activities.

Antarctica

DOWN AT MCMURDO STATION, Antarctica, Chief Aviation Storekeeper Daniel Brienzi, one of the original class members of Operation Deep Freeze, has returned to his polar alma mater for graduate work. Once again he is located at what has become a full-fledged university on Ross Island.

More than 13 years ago, Chief



TRAVELING MEN—Air Controlman 1st Class Robert Wylie controls aircraft from Sangley Point tower near Manila. Above center: Touring Navyman buys postcard in Denmark. Below center: Navymen in the Antarctic sun. Above right: Hawaiian dancers greet Navymen aboard USS Frontier (AD 25) during visit to Hilo.



Brienzi, the first enlisted man in Air Development Squadron Six (VX 6), arrived at McMurdo for the first time. With others of Deep Freeze I aboard *uss Glacier* (then AGB 4), he helped build the first structures on these windy slopes.

Compared to Antarctic life in those days, current conditions are closer to being civilized. Certainly the curriculum is more sophisticated.

In 1955 the "students" took up residence in two-man tents heated by portable stoves. Their meals of powdered and dried rations may not seem inviting today, but mess call was welcomed then as it is now.

Travel to McMurdo in those days was also minimal. History was made, for example, when three planes flew from New Zealand to McMurdo in

14 hours and 30 minutes. Today, *Super Constellations* and *Hercules* aircraft shuttle men and supplies almost daily over the same 2400-mile pipeline.

After leaving the ice runway at Williams Field, new arrivals are bussed five miles across the ice shelf to their accommodations at McMurdo. Present living quarters consist of quonset and square, wooden huts. A two-story, corrugated steel building capable of housing the 200-plus wintering-over party for next year is scheduled for completion later this season.

The food has improved considerably, with storage areas for canned and frozen foods and weekly flights bringing in fresh produce from New Zealand.

Since 1962, a nuclear power station has been producing electricity for this small frontier town 800 miles from the South Pole. Also, through the power of the atom, a large quantity of salt water can be distilled daily.

Improvements notwithstanding Chief Brienzi finds life at McMurdo still rigorous. Despite the station's distillation capability snow must be mixed and fed into melters to meet McMurdo's water demands. Indoor plumbing blesses few structures other than the galley, dispensary and photo lab.

Moreover, nature still reigns su-

preme. The weather can change within hours and shut down all activity. Aircraft taking off from New Zealand may have to turn around halfway and return because of conditions at Williams Field.

Chief Brienzi notes changes also in the squadron's mission. VX 6 duties with Deep Freeze include photo mapping, maintaining parachute team, and providing the only method of supply to the inland stations. The squadron's four H-34D helicopters make several trips a day to take scientists out into the field.

And, of course, Chief Brienzi has changed, too. When he arrived in 1955, he was a cargohandler; now he is Chief Career Counselor to the 328 enlisted men assigned to the Antarctic Air Squadron.

Sicily

IN A SPONTANEOUS show of appreciation, the Italian national anthem was nearly drowned out by applause for those who were playing it. The band was from the carrier *uss Forrestal* (CVA 59), and the appreciative audience was made up of nearly two-thirds of the population of Giardini, Sicily.

Giardini is a small town that clings to a narrow patch of rugged coastline in the shadow of Mt. Etna, Europe's largest active volcano. The *Forrestal* band was playing in the town square.



Navy band's performance was the highlight of the town's festival.

Japan

SASEBO, on the southernmost island of Japan, is the home of Commander Fleet Activities, and welcomes many ships for routine maintenance and for crew rest and recreation.

While the ships are being serviced the crews of the visiting carriers, destroyers, and service ships take a deserved rest. Many will enjoy the facilities offered by the well-equipped special services department on the base, but most want to get out and get a taste of recreation Japanese-style.

Organized tours, both local and distant, are popular. The beautiful channels, coves and inlets of the 99 islands and the Saikai Bridge, the longest steel span in the Far East and third largest in the world, can be seen by ferry.

Within easy reach are tea and rice growing centers, the hot spring baths, panoramic waterfalls, recreation centers, lovely beaches, aquariums, and zoos. Arita, only 15 miles from Sasebo, is the largest and oldest center in Japan for gold Imari wear and porcelain china.

Overnight tours, whether by bus or train, usually end up at a delightful Ryokan, a small Japanese hotel. Shoes come off at the entrance, of course, and visitors are greeted with tea and cookies. An early bath is prepared, and a cotton kimono is furnished to be worn until the visitor is ready to leave.

The meals will probably be a popular Japanese menu enjoyed by visitors, and a Western breakfast of ham and eggs. A strictly Japanese meal can always be requested and usually is a taste treat for those who want to go native.

After dinner, a walk around the hotel or resort grounds in kimono and wooden clogs is in order. There are always areas in the hotel which sell souvenirs for visitors. On returning to the room, guests will find their beds prepared (usually a foam mattress spread on the floor), and there is hot water in a thermos for making that last cup of tea. A narrow veranda at one end of the room furnished with table and chairs offers the opportunity to just relax and enjoy the view from the window before retiring.



Early this year the Mayor of Giardini wrote to the Sixth Fleet commander and requested that a U. S. Navy ship be sent to participate in the town's annual festival honoring its patron saint. Sixth Fleet complied by sending the destroyer *uss Moale* (DD 693), and as a special gesture to the people of Giardini, the *Forrestal* band came along.

Two days after they arrived, the bandsmen were invited to play a concert in the town square as part of the festival. Following the two national anthems, the band swung into their repertoire of big band, popular, jazz and even some Italian songs. During a break in the concert, five of the musicians pulled double duty by forming a jazz combo.

The concert ended at midnight, after three hours of solid entertainment. The band was honored at the finish by a rousing ovation from the audience, many of whom said the

PALMS TO SKYSCRAPERS—USS *Claude V. Ricketts* (DLG 5) leaves port of New York as skyscrapers form backdrop. Above: USS *Harry E. Hubbard* (DD 748) underway in tropical waters as evidenced by palm tree frame. Below: Welder makes repairs.





ON PARADE—Navymen enjoy military band on parade in London. Rt: Navy ship enters a historic port.

For the best in recreational tours, and the experience of seeing Japan and enjoying its people, Sasebo is the place.

Greece

CENTURIES AGO Alexander the Great named the Greek town of Kavalla, meaning "a good ride." After more than 20 days at sea, a good ride is what three ships of the Sixth Fleet could also exclaim after their visit to Kavalla.

Destroyers *uss Robert A. Owens* (DD 827), *Waldron* (DD 699) and *Basilone* (DD 824) slipped into this seacoast city recently for a seven-day visit.

The three captains exchanged visits with the provincial governor, the mayor, the local bishop, and other dignitaries, while the crewmen distributed gifts to two orphanages, a nursery school, and the local hospital. Twenty five craftsmen from the ships donated their skills to the

painting and repair of two houses of poor families. *Basilone* hosted a ship's party for 30 orphans with such things as cartoons and refreshments.

The sailors occupied themselves with the sampling of local food, purchasing Grecian wares and touring the ruins of ancient Philippi, where the Christian missionary St. Paul claimed his first European convert.

Open house was held for the public, and the *Waldron* band provided music. The city gave a reception for the ships' officers at City Hall during which the town band gave a concert. The people of Kavalla, renowned for exports of tobacco, fish, and marble, made the U. S. Navy the recipient of their latest export-goodwill.

South Vietnam

"MOI CAC ANH DI AN." Freely translated, it means "You brothers are invited to dinner."

For four U. S. Navymen, that invitation was an indication of acceptance they had been seeking for over seven months.

A Vietnamese village chief had invited them to a community dinner celebration. They are now part of the village.

The four sailors comprise a Navy Village Assistance Team (VAT). They have been living and working six miles south of Da Nang in the fishing village of Nam Tho. Their mission is to assist the fishermen in any way possible.

They built their own home near the middle of the village. It lacks plumbing and their drinking water has to be carried in from a nearby base. A portable gas generator provides electric power. Showers are from a fresh-water well which they dug.

VAT-7 is one of 14 teams that comprise the Civic Action Section

MEDITERRANEAN DUTY—USS *Little Rock* (CLG 4) moors at Gaeta, Italy, Sixth Fleet home port. Rt: Fireman Nanning Schult of USS *Mosopelea* (ATF 158) sets up engine propulsion switchboard.



of the Naval Support Activity, Da Nang.

The VATs bring technical know-how to the village level. The team advises the people of Nam Tho on construction, procurement of materials, defense of their village, and limited medical assistance.

So far, VAT-7 has helped the people of Nam Tho village construct a two-room addition to their only school, a six-room village office

building, four homes and 30 fresh-water wells.

Materials used by the villagers consist of shipping crates from the American base at Da Nang, and concrete, metal sheeting and small tools provided by the Agency for International Development. At Da Nang, the Civic Action Section has grown to include its own warehouse, a covered storage area and a lumber yard.

A bonus of the VAT program is a warm working relationship between American naval forces in Da Nang and local Vietnamese.

VAT-7's job is to help the Nam Tho villagers help themselves. From all indications, it is working.

The foregoing is just a sampling of items in today's news concerning the world-traveling Navyman. For more of the same, check the articles on the following pages.

THE SEA SERVICE:

"Challenging Career... Varied Opportunities..."

ONE OF THE MOST challenging and varied opportunities for a career available in this country may be found—you may be surprised to hear—in the military life. This—you may also be surprised to hear—comes from a man who spent 30 years in private industry.

One more point. Although the career Navyman could, in a large number of cases, get paid more on the outside, he would rather ship over and "get involved" in a demanding job that offers more than money alone.

This is what a civilian audience in Memphis, Tenn., was told recently by the Assistant Secretary of the Navy for Manpower and Reserve Affairs, Randolph S. Driver. Before joining the Navy Department, he was the head of industrial relations for a large U. S. oil-producing company.

Hitting hard at a theme which might be titled "What the Career Military Man Has to Offer," the Assistant SecNav put into words some of the things you may have felt over the years—and shouldn't mind reading now.

For example:

- The story of the Navy career man often is inadequately presented to the public. As a result, some civilians do not appreciate the variety of technical and challenging skills required by a modern Navy.

- "Today's Navy has a greater range of demanding assignments than any civilian corporation," according to the Assistant SecNav for Manpower—and offers opportunities and rewards beyond those normally found in civilian life.

Unfortunately, said the assistant SecNav, the civilian community

still has some who look upon the military as "a refuge for those who are lacking in skills."

He emphasized this with some interesting questions.

"Do the American people tend to underestimate the professional military man?"

"Do we tend to forget the problems they are facing; the family separations; the hardships their profession imposes not only on them but on their loved ones?"

Yes, he said, "some do."

"It is no longer the military's job simply to wage war," he stated. "The goal, the whole reason for the existence of America's armed forces is to insure peace."

The tools to see that this peace-keeping job is done are the product of American science and industry. "But it is the military man—dedicated, mature and technically competent—who bears the responsibility of managing and operating these products.

"The career officer and enlisted man is a special kind of citizen. He is dedicated, self-sacrificing and willing to work longer hours for less pay than most.

"I propose that each of us examine the way that we and those around us react to a career military man. Let each citizen act to encourage the concept of military life as an honorable career; let each citizen realize that the career enlisted man and the career officer are entitled to our respect and our gratitude.

"The professional officer and enlisted man today is not just another sailor. Rather, he may be a technical expert in data systems or nuclear propulsion. In most cases, he

has a skill highly prized in civilian life.

"Frequently, if he chose to leave the military he could earn more money and have a more stable home environment as a civilian.

"But he has not chosen the easy path."

To illustrate his point, the Assistant SecNav reported the case of one Navyman, Jim Machmer, who was "just the right age to be a hippie or a beatnik." However, he didn't qualify. For one thing, he kept his hair closely trimmed. Also, he dressed neatly, shaved every day, and liked to take a bath.

Jim Machmer is square?

Not at all.

The Assistant Secretary of the Navy told his civilian audience that Jim, the product of a small town, was concerned, but did not want to "drop out." Rather, he "wanted to become involved," and saw the Navy as one way.

"He signed up, became a hospital corpsman, and eventually was assigned to a Marine patrol deep in the jungles of South Vietnam.

"One night Jim's unit was taken under fire. In the first volley one Marine was seriously wounded. To live he needed a transfusion, but in the fight, Machmer's small supply of plasma had been destroyed.

"There, in the jungle, under intense enemy fire, at night, Machmer opened his own veins and directly transfused his blood into the wounded Marine, saving the man's life. Once that was done he treated the less seriously wounded.

"To me, a young man like Machmer, who is willing to risk his own life to save another human being, speaks for the entire Navy."



ARCTIC GAZE—Petty Officer 2nd Class Ronald Regan enjoys arctic scenery on flight. Rt: Island's snow-covered volcano is framed by VP-44 Orion.

SPECIAL DELIVERY FOR AN ARCTIC VOLCANO

THE U. S. NAVY tradition of helping out wherever it can be of service takes many forms. For the 36 Norwegians on Jan Mayen Island in the Norwegian Sea, the Navy's helping hand is in the form of an air mail "Special Delivery."

Life on Jan Mayen may not be the loneliest in the world, but it's not far behind. The island is some 360 miles northeast of Keflavik NATO base, and the men based there rely on the Navy patrol squadrons based at Keflavik to drop their mail.

Only 147 square miles in size, the island looks like an "i" in the cold waters of the Norwegian Sea. The dot of the i is a 7500-foot dormant volcano, with the radio station located on the opposite end.

ISLAND BASE is home for 36 Norwegians who man a LORAN station.

For the past 17 years, Navy crews from Keflavik have battled the unpredictable arctic weather to make the low pass over the rocky shoreline to drop the mail on the small emergency gravel runway on Jan Mayen.

Presently, Patrol Squadron Forty-Four (VP 44), deployed to Keflavik from its home station at Patuxent River, Md., has taken over the Jan Mayen mail orderly duties.

A JAN MAYEN mail drop is scheduled when a sufficient amount of letters, newspapers and magazines are collected in the VP 44 mail room. Squadron personnel help fill out the package with U. S. publications.

A typical mail drop starts out early in the morning at Keflavik. Besides

trying to put the mail on the beach of the small island, the P-3 *Orion* of VP 44 will also spend up to seven of the 10 hours of flight time on an ocean surveillance patrol, its primary mission.

Less than two hours after takeoff, Jan Mayen's snow-covered volcano comes into view. As the plane nears the island, two crewmen slip on parachute harnesses that are secured to deck rings. With the *Orion* racing across Jan Mayen's beach toward the tiny runway at 160 knots, the men pry open the after hatch, and moments later the pilot passes the word to drop the mail. The pass and drop take only seconds, but require skill and teamwork.

The Jan Mayen mail drop is itself competitive. The members of each VP squadron like to rib their predecessors. The trend is to relate how the previous squadron dropped the mail in the ocean, or had it burst open on impact, causing the islanders to chase their letters in the wind.

VP 44 gave other squadrons something to aim for this time. One mail package landed ahead of the men waiting on the beach, and tumbled to a stop almost at their feet. A real special delivery.

—Story by Terry Reilly,
Chief Journalist, USN.



ASSIGNMENT IN THE TROPICS— *Ngatik, Lukunor, Ruo,*

EXCITEMENT runs high among the landing party from *uss San Joaquin County* (LST 1122), as the Navymen prepare to leave the ship. Their destination — a tropical isle among those in the Pacific known as Micronesia.

The ship slows to a stop, her large bow doors opening like a giant clam. Off the bow is a coral reef-surrounded island of coconut palms and

breadfruit trees; thatched houses of grass, sticks and mud; and friendly, brown-skinned people.

The Navymen of *San Joaquin County* have come to visit the Eastern Carolines. The culture and customs they will see, the stories they will hear, and the primitive existence of the islanders will not be soon forgotten.

For the majority of the younger

men it is the first such adventure into the past; for the veterans of similar cruises, there still remain intrigue and mystery with every island landing.

From the tank landing ship, now riding the swells approximately a half-mile from shore, the white surf appears to be lapping the sandy beach gently. Actually, it is a dangerous avalanche of water crashing over the jagged coral reef, easily capable of capsizing the rubber raft.

On the truck ramp of the ship the 10-man landing party dons bright orange life jackets. Emergency equipment — radios, walkie-talkies, medical kits, signal flags, and extra gasoline for the small outboard engine — is secured to the raft.

Their essential equipment in order, the men next secure watertight plastic bags containing cameras and film, and an assortment of trading items including tobacco, pocket-books, soaps and other toiletries, candies, lighters, and canned foodstuffs.

Ashore they will barter with the islanders for such souvenirs as large turtle shells, colorful grass skirts, wood carvings, masks, spears, pieces of coral, and necklaces made of tiny shells.



ISLAND WELCOME—Natives from Lukunor arrive alongside LST with articles for trading. Below: Crewmembers in raft return from visit to Ngatik Island.



THE LANDING PARTY embarks in the raft and paddles it away from the ship. The outboard engine kicks into life and the men stow their paddles.

The coxswain steers the raft over the slightly rolling sea towards shore. Ahead is the island of Fananu, the first of eight islands to be visited by the Navymen of *San Joaquin County*.

With the help of several men and boys from the island, the Navymen drag and carry the raft across the reef, a distance of about 500 yards.

On the beach, men, women and children from the village greet the sailors. Stopping occasionally along the beach to take pictures or sip coconut milk, the procession of sailors and their hosts walk to the village. Along the path through the jungle the welcoming villagers smile and wave at the men; the sailors return the greetings and occasionally one pauses to talk to a bashful child or to a village elder unable to make the

ALL HANDS

Fananu

half-mile trek down to the beach.

The scene will be repeated often in coming visits to the various islands on *San Joaquin County's* two-week Micronesia visit.

Fananu is one of 2141 islands and atolls within the U. S. Trust Territory which is home to some 92,000 people. This 700-mile square sector of the Pacific—comprising the Marshalls, Marianas, and Carolines—contains an ocean area of three million square miles.

Besides Fananu, the sailors will visit Ruo, Moen, Laol, Etol, Lukunor, Ngatik, and Ponape.

THE PURPOSE of the trip is to take the census, to call upon the sick, deliver medical supplies and examine local health facilities, and to meet with island chieftains, U. S. Peace Corps volunteers, and Trust Territory officials.

The Trust Territory, with a High Commissioner as its head, is under the administration of the U. S. Department of the Interior.

The High Commissioner, headquartered at Saipan, directs the six district administrations under him in the Marshalls, Marianas, Yap, Truk, Palau, and Ponape.

Each island has a first aid assistant — sometimes called a health officer—to tend the sick. Often the man or woman so appointed has an opportunity to receive some basic training either at a district headquarters or school at Guam or other larger islands.

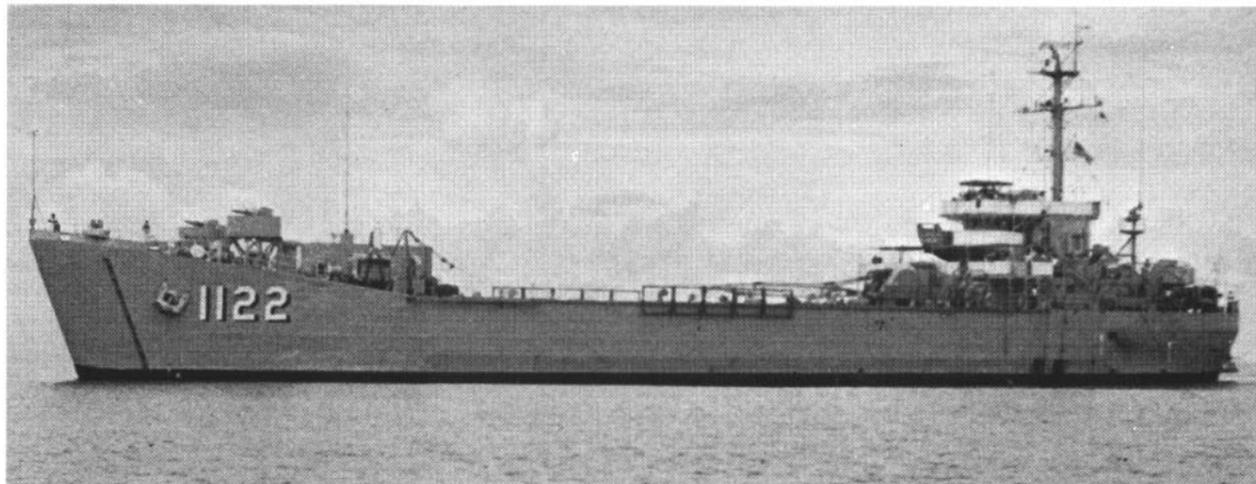
Truk and Ponape each have a hospital and the latter also has a dental



MILK RUN—Coconut milk is given a tryout while visiting Micronesia Islands.



ON TOUR—*San Joaquin County* (LST 1122) heads for island visit. Above: Grass and bamboo hut is home to islanders.





WHAT'S HAPPENING—LT William P. Trainer, USN, discusses the living conditions of the natives with island parish priest during Micronesia tour.

clinic to minister to the island populations.

Peace Corps volunteers at the islands teach school and work closely with the islanders in producing and, in some instances, exporting copra and handicrafts. These young Americans, who stay two years at an island, were helpful to the Navymen in providing information about the people and their way of life.

WHILE MOORED overnight at Moen, *San Joaquin County* was opened to visitors, while those of the crew who were off duty toured the small community of dirt and coral-laden roads, grass houses, and jungle growth.

One evening, an estimated 500 of Truk's men, women and children squatted on the pier to watch a spy thriller provided by the ship. The films were projected against the side of an aluminum warehouse.

At Moen the Navymen saw several remnants of World War II battles including a rusted long gun sitting on the side of a hill overlooking the bay. The years since the war had se-

verely corroded the weapon and its only possible contribution to Moen's future would be as a reminder of the past.

Along a dirt road leading to the eastern end of the island, a concrete bunker used by the Japanese army is partially hidden by jungle grass,

Moen, like each of the islands, depends upon oceangoing freighters to deliver supplies, equipment and necessary materials. Some items, such as mail, are brought in by plane. Ponape presently receives some of its supplies by seaplane.

From the district headquarters, small boats carry the various items to the outlying islands.

Radio stations at the larger islands maintain regular communications with the people in remote areas. Some of the islands do not have radios, however, and many of the islanders must rely upon visitors for the latest news.

Children are required to attend schools in the villages through the seventh and eighth grades. Three high schools are located on Moen, and one at Ponape.

Most children under 14 years old speak, or are learning, English, and about one in five adults is bilingual. Many of the Micronesian elders also speak Japanese, learned years ago, and still use it when Japanese fishing crews visit the islands to trade.

THE BASIC DIET in the Eastern Carolines is fish, breadfruit, and coconut milk. Pigs, chickens, ducks and geese are kept in some villages to supplement the diet.

Nearly all fresh water on the small islands is caught in large barrels and tanks during tropical storms. This is used for drinking and cooking. Im-



NATIVE NATIVES—Boy climbs tree to cut down coconuts. Center: Shy girl on Etol. Right: Truk islander shows Navy visitors one of Japanese WW II bunkers.

provised showers are generally fed by underground saltwater wells.

Lukunor, with a population of 671, including several Peace Corps volunteers and a priest, is probably the most modern of the small islands which were visited by the Navymen.

Among Lukunor's thatched houses are a large church, a community center, a dispensary, and a parsonage.

Ships do not often visit Lukunor, particularly Navy vessels, and when one is reported en route, the villagers look forward eagerly to meeting the crewmen.

The *San Joaquin County* crewmen were intrigued by many of the customs of the island people. Several of the islands near those visited are not inhabited, since the islanders believe that ghosts live there. They stay well clear.

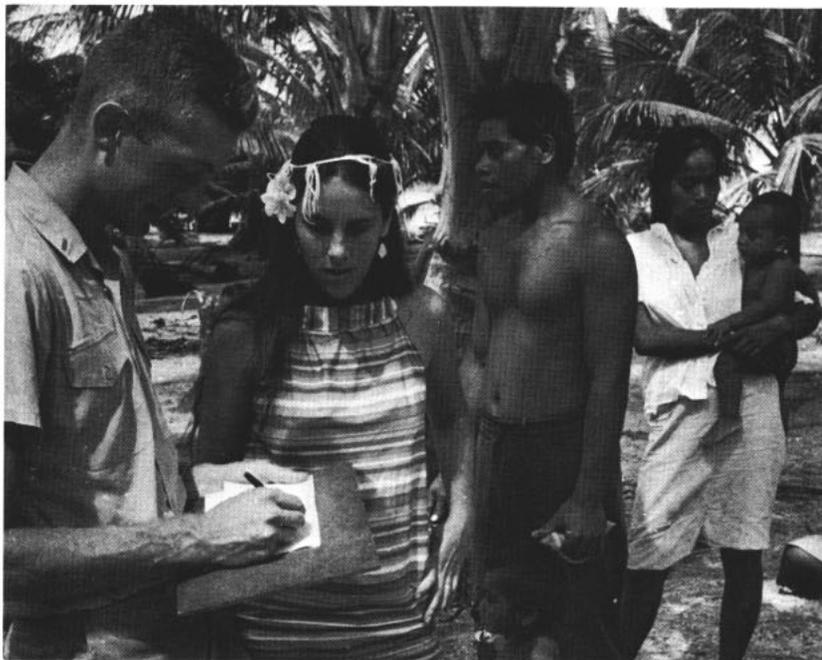
An interesting sidelight regarding the copra, coconut and breadfruit trees is that every such tree or product is the property of an island family. Visitors who unknowingly pick up a fallen coconut are actually taking an islander's food. Forewarned, the Navymen accepted only those coconuts which were offered by their hosts.

SEVERAL NAVYMEN showed particular interest in the island custom of the "love sticks." Eligible young men carve and notch pencil-sized wooden sticks. If a young man wishes to become romantically involved with a young village girl, he simply pushes the stick through the thatched wall of her house. If she likes the potential suitor's carved stick, she goes out and meets him. If not, she merely pushes it back outside the wall.

"That would eliminate a lot of embarrassment," said an unidentified sailor. "Sounds like a great idea to me," he said, casually fingering his jackknife.

Offshore, the LST cruises slowly, waiting for her landing party to return from the last island. Ashore, the Navymen, laden with bags of souvenirs, begin to walk the raft over the coral reef to the surf.

Then the difficult task of getting safely into deep water begins. The waves, some as high as eight feet, are boiling onto the reef. The men push, paddle and swim the raft through the surf. They are thrown back several times, the small raft nearly flipping over at times.



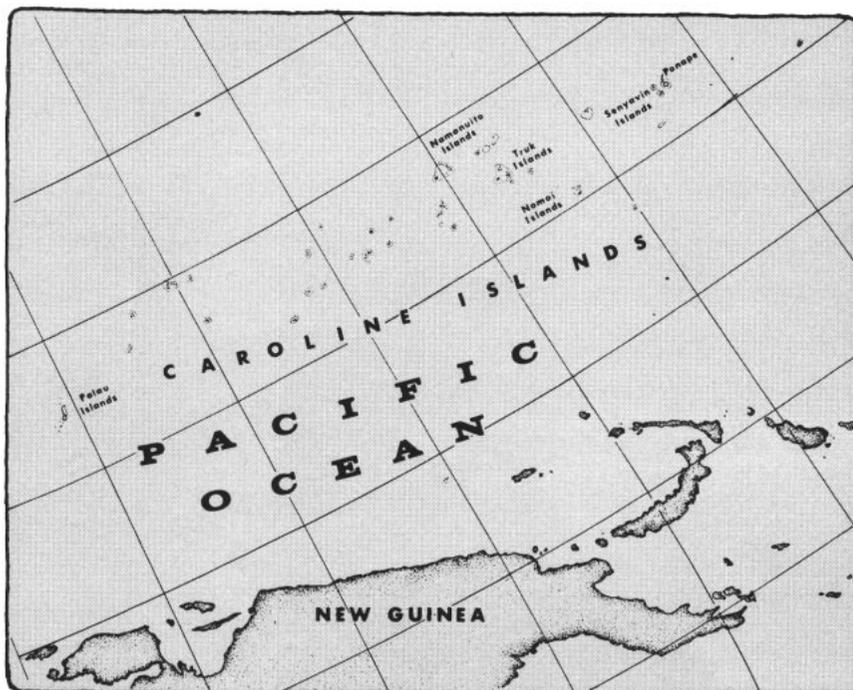
COLLECTING DATA—LTJG H. E. Crissey, Jr., collects information for Trust Territory officials from Peace Corps volunteer working on Fananu Island.

After frustrating minutes, the landing party punches through the surf, scrambles aboard the raft and, paddling furiously to keep from being carried inshore by the swells, reaches deep water. The outboard engine sputters several times, then takes hold.

Behind the men, gathered on the beach, are the villagers. They con-

tinue to wave their farewells until the raft is swallowed again by the giant clam called *San Joaquin County*.

The adventure is over, but the memories will linger. And when the sailors show their souvenir shells, wood carvings, and grass skirts, they are sure to relive their visit to Micronesia. —C. R. Elliott, JOC, USN.





MIDWAY MAINTENANCE

Round-the-clock maintenance crews check engine of Navy C-118 as it stops over on the island.

It was not until 1938 that Midway became recognized as a major forward base. The island's first airstrip was built in 1940, and the Navy thus began controlling a major portion of the largest ocean in the world. Two years later the Navy maintained complete control of the Pacific by defeating the Japanese in the famed Battle of Midway.

Today, the small island serves as a vital link in the naval establishment. It maintains and operates facilities to provide services and material to support both air and sea operations of the Navy as well as activities of the other forces.

It's an important and big job for the 1000 Navymen stationed there. These men work on everything from collecting fresh water to carrying out Search and Rescue (SAR) missions over 1,660,000 square miles of ocean area.

This Duty Is for the

ABOUT 3000 miles west of California is a "birds' city"—owned and operated by the United States Navy.

In addition to being the home of over one million birds, including the renowned "gooney," it serves as a stronghold of the sea service in the Pacific. It lies about halfway between the U. S. and Japan and is

appropriately named—Midway Island.

The two-and-one-half-square-mile island was discovered by a U. S. Navy captain on 30 Sep 1867. In 1886 it was recommended as the primary Pacific naval bastion. However, after political considerations, Pearl Harbor was selected and Midway was largely forgotten.

SAR is certainly one of the most important functions of the U. S. Naval Station, Midway. There are usually about 50 ships of all nationalities within the boundaries of the island's supervision. When one of them is in distress, the SAR pilots and crews are there to assist in any way necessary. SAR is not limited to the sea, however. There is a large



THE SPOT
Small but important, Midway lies about halfway between the United States and Japan.

ALL HANDS

flow of air traffic through Midway. If an aircraft either coming to or leaving Midway develops trouble, a SAR aircraft is immediately dispatched to intercept the distressed plane.

Last year, SAR pilots flew 173 missions ranging from medico operations to aiding craft breaking apart in rough seas. As of 30 June this year, SAR crews had flown 88 missions — 22 more than last year during the same period of time.

Three HU-16 Albatross aircraft and one UH-34D helicopter are used for SAR missions. Keeping these birds operationally ready 24 hours a day is a busy job for the limited crew of maintenance personnel. In addition, they are responsible for the maintenance and flight line servicing for all aircraft flying into and out of Midway, including the huge C-141 Starlifters belonging to the Air Force.

Approximately 1000 landings and takeoffs of aircraft are made at Midway monthly. Most of the planes

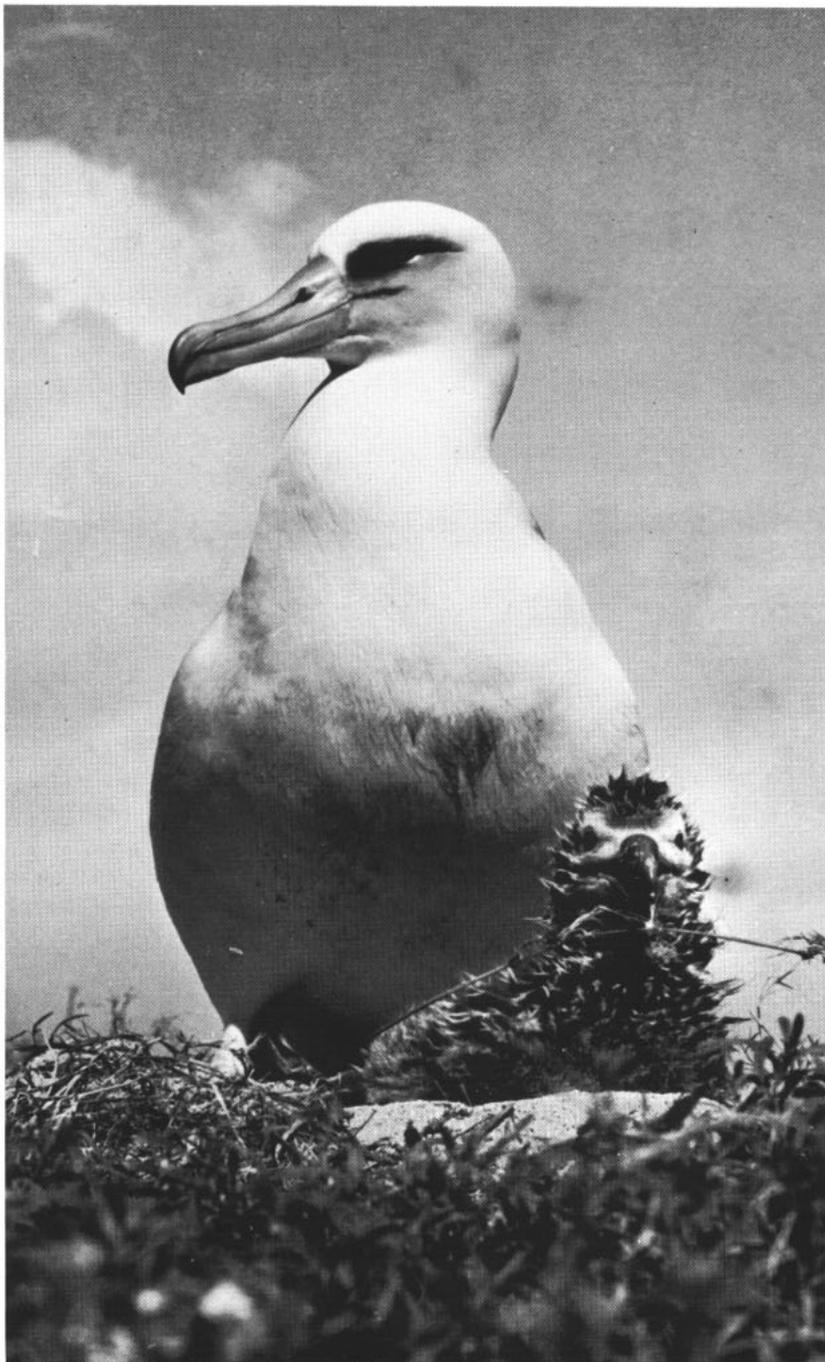
Birds

fly long distances with heavy Vietnam-bound cargo. That means they need fuel. When they leave Midway, you can bet their fuel tanks are topped-off.

The refuelers do not confine their operations to aircraft alone, however. One of Midway's most valuable assets is its fine harbor, where numerous ships tie up for fuel as well as for loading and unloading operations.

Being completely isolated, Midway must rely exclusively on goods brought in by aircraft and ship. Since ships carry about 98 per cent of all cargo, the piers are very often the center of much activity.

IN ADDITION TO these commercial ships, which are all under government contract, there is a great diversity of U. S. naval ships which use Midway's refueling capabilities. Yet it is the arrival of foreign naval vessels which really arouses the interest of the local population. Often, Midway finds itself a U. S. ambassador of goodwill to ships of foreign navies which make port at



ISLAND NATIVE

Officially known as the Laysan Albatross, the gooney is often referred to as Midway's only native inhabitant. Midway is a designated bird sanctuary and the gooney seems to know it. It makes full use of the island.

the island on their way to the continental U. S.

On one sector of the island there is a fuel farm which stores millions of gallons of fuel. The farm provides more than five million gallons of fuel to ships and aircraft each month. It's a 24-hour day for the men at the gas pumps.

Another round-the-clock operation is generating electrical power for the island and its inhabitants. A handful of Seabees run the power plant, keeping the island lighted with 5200 kilowatts of power. These men are also responsible for the fresh water supply, which at times has reached the critical stage, and



MODERN MIDWAY

This modern school on Midway Island has grades from one through 12. Rt: Pretty chapel is used by all faiths.

the upkeep of utilities throughout the entire island.

Midway is not only a place where a sailor keeps busy with his work. He often finds time to use the shopping and recreation facilities. They are among the best anywhere in the Navy and are well used. Midway's 80 degree climate makes swimming and boating ideal.

EVERYONE BOASTS about the island's beautiful beaches and the variety of water sports which are available. The crystal-clear water of the lagoon surrounding the island enables one to marvel at the beautiful colors of the coral reefs below. Most of the swimmers enjoy skin-diving for both the langouste lobster and the sea turtle — a sport enjoyed year round at Midway.

The Special Services' ceramics shop is a popular pastime for many of the dependents. They can make chess sets, ash trays, flowerpots, or just about any other pottery item they desire. Some of the islanders have become very talented and display their work in the local arts festival, which is held periodically.

Combing the beach for the famous Japanese glass floats is another

recreational activity enjoyed on the island. The "fish ball" is considered one of the most prized marine treasures that wash ashore on the Pacific islands. The beautiful floats are carried by the Kuroshiro current from Japan after breaking away from fishing nets. They have fascinating colors and are sought by both professional and amateur beachcombers. Thousands wash ashore on Midway each year which are valuable to collectors.

As the sun goes down on Midway, Navymen and their families fire up their barbeque pits and invite their neighbors over for a cookout, then, perhaps, tune in Midway's TV channel for an evening of enjoyment. The Armed Forces Radio and Television station there offers up-to-date viewing for the local audience with programs such as Star Trek and Lost in Space, which are provided by the Armed Forces Radio and Television Service in Los Angeles.

"Downtown" Midway is similar to a shopping mart in a U. S. city. Although the area itself is confined, there is a variety of shops. The Navy Exchange and Commissary Stores give shoppers a wide selection of items to choose from. The

Bank of Hawaii, U. S. Post Office, beauty shop, barber shop, a six-lane bowling alley and theater complete the island's small city.

JUST OUTSIDE the "city limits" is the island's nine-hole golf course. The gooney birds like to use it as a nesting ground and more often than not, the birds will sit on golf balls thinking they're eggs. A hole-in-one is seldom heard of on this course, but many of the golfers often get a "birdie."

Officially known as the Laysan Albatross, the gooney is often referred to as Midway's only native inhabitant. No one really knows for sure, but the written account of a visitor in 1891 contained no mention of the bird. The visitor must have arrived sometime during the three-month period beginning in August, when the birds take to sea.

Although these feathered friends provide continuous entertainment from November to July, sometimes the birds are no laughing matter. The seven-and-one-half-pound adult gooney can cause serious damage to jet aircraft if sucked into the jet intakes, and there are always monthly reports of aircraft of all types being damaged as a result of bird strikes while taking off and landing.

Midway is a designated bird sanctuary and the gooney seems fully aware of this fact. It nests where it wants to, flies anywhere and everywhere on the island — even through living room windows — and waddles about as if it were defying the U. S. Navy to do something about him. If the gooney could talk, it would probably claim ownership of the island, and demand that the Navy pay rent.

—Story by Jerry Riggs,
Journalist 2nd Class, USN

MIDWAY WW II ACTION

The flag is raised during early morning attack on Midway. Rt: Damage done by enemy planes before they were driven off.





Safari in Africa

THE MEN OF USS *Claud Jones* (DE 1033) recently had the opportunity for some highly unusual sightseeing and traveling experiences when their ship made a port call in East Africa.

This Pearl Harbor-based destroyer escort was halfway through a four-month deployment to the Indian Ocean when she was authorized a six-day visit to Mombassa, the principal port city of Kenya.

While Navymen traditionally enjoy the experiences offered by any new port, seldom do they find the variety of opportunities which were available to the *Jones* boys.

The most popular liberty pastime was a safari to the 8000-square-mile Tsavo National Game Preserve. Both one- and two-day trips were available to the crew. The trip through the bush country provided a once-in-a-lifetime opportunity to see the slowly fading spectacle of African wildlife.

Sun-roofed minibuses provided ideal transportation for the photographic hunter. The drivers were expert at spotting game and would frequently leave the roadway and take off across the bush to allow for some good closeup shots (photographically speaking) of game ranging from lions to elephants to zebras.

Fortunately, no one was lost or injured on these safaris—although several close calls were reported. Those men fortunate enough to take the two-day trip enjoyed a night at the

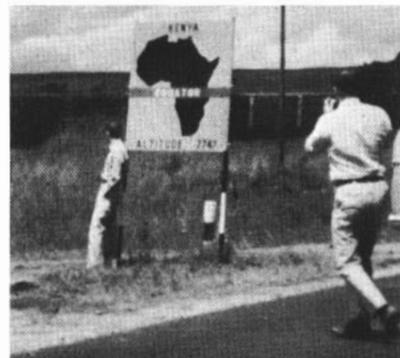
famous Kiliguni Lodge in the heart of the game preserve.

Located at three degrees south latitude, the lodge rests in the shadow of Mount Kilimanjaro with its snowtopped peak which was made so famous by Ernest Hemingway.

The city of Mombassa and surrounding area provided many opportunities for all types of recreation and entertainment. A 15th century Portuguese fort was a favorite sightseeing stop. Many beautiful beaches were available for swimming. Water-skiing clubs made their facilities available to the ship, and several restaurants quickly became popular for their excellent Kenyan beef.

Small shops, which line both sides of the main thoroughfare, Kilindini Road, offered a wide and unusual variety of merchandise. Masai tribal shields were popular, as were face masks and a variety of animal skins.

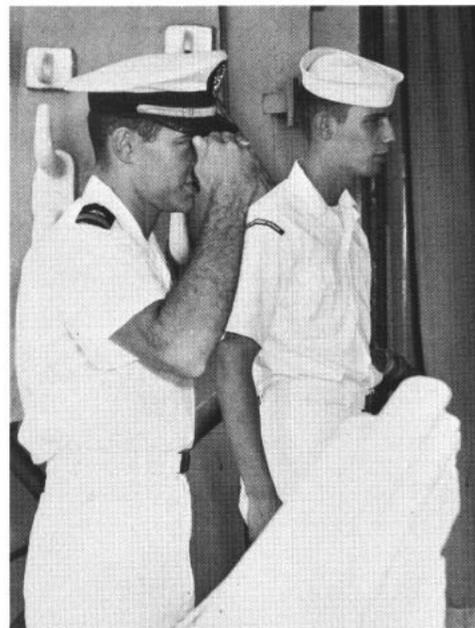
The *Jones* boys consider themselves very fortunate to have fulfilled some of their boyhood dreams by visiting Africa, and it will be a long time before they forget their safari, courtesy of the U. S. Navy.



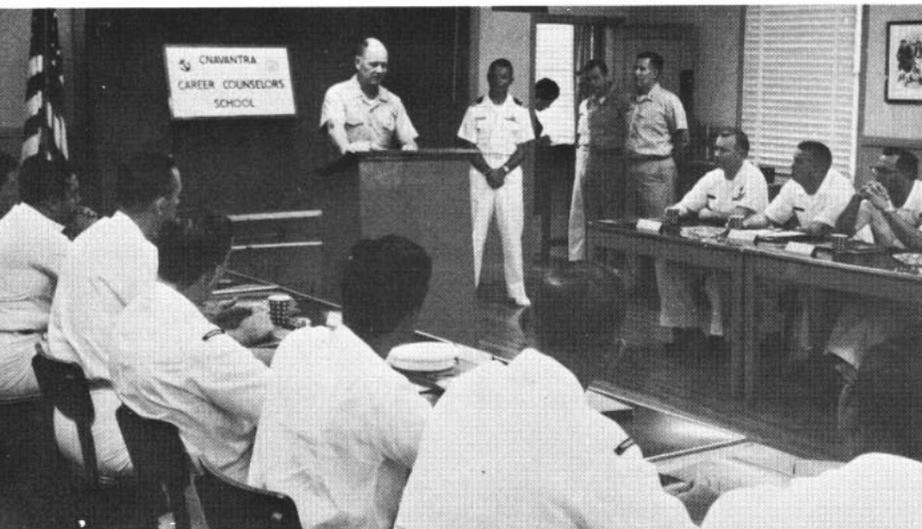
PHOTOS CLOCKWISE FROM UPPER LEFT: (1) An open-topped bus made the perfect photographic stand. (2) This successful hunt ended with souvenirs from the shopping district of Mombassa. (3) Not many Navymen have had the experience of touching a wild rhinoceros' horn. (4) Archways of elephant tusks invite visiting Navymen to downtown Mombassa. (5) If you spread your legs wide enough you can stand in both hemispheres.



SHIPPING OVER—VADM Charles K. Duncan, USN, Chief of Naval Personnel, presides over MCPON's reenlistment ceremony during 1968.



MEDITERRANEAN SEA — Master Chief Gunner's Mate Olene Henderson, Senior Enlisted Advisor in Europe, visits Sixth Fleet flagship. Below: MCPON Delbert D. Black talks to class at career counselors' school.



INTERVIEW WITH MCPON

Report

WHEN THE Secretary of the Navy authorized establishment of the Master Chief Petty Officer of the Navy billet, he extended to all Fleet Commanders, Type Commanders and Naval District Commandants, the authorization to create Senior Enlisted Advisors within their respective organizations.

That was two years ago.

Since then, the roster of SEAs has grown appreciably with representation in a variety of organizations which range from naval training centers to frontline combat outfits in Vietnam.

Although SEA functions are fashioned after those of MCPON, the advisors possess one advantage over their Washington counterpart: personal contact. And they make the most of it.

From London to Da Nang and from Newport to San Diego, SEAs meet with the troops, learn of their ideas, their problems, and strive to find solutions locally or to channel the issues in the appropriate direction for proper action.

Master Chief Petty Officer of the Navy Delbert D. Black, GCMC, usn, has stressed that the value of a SEA to a command cannot be over-emphasized. Through correspond-

ALL HANDS



SHIPSHAPE—Master Chief Black visits USS Bon Homme Richard. Rt: MCPON gets the word following visit to Naval Reserve Ass'n meeting.

On the High SEAs

ence reaching his desk in Washington, and from personal contact of his own during field trips across the nation and in WESTPAC, MCPON has noted the influence SEAs have had within the commands.

"One station in particular that comes to mind immediately . . . one where I noticed a marked difference in attitude and awareness of what's going on in the Navy, is NTC San Diego," Chief Black commented. "I would say without hesitation that Master Chief Boatswain's Mate Edward R. Pellom has had a great deal to do with developing a stronger esprit de corps throughout the center. Everyone I talked to during my last visit was obviously better informed, not just about the Navy, but about current events as well. It was a gratifying experience which made me even more aware of the importance of the MCPON/SEA program."

The same is apparently true of the influence other SEAs are having on naval commands around the world.

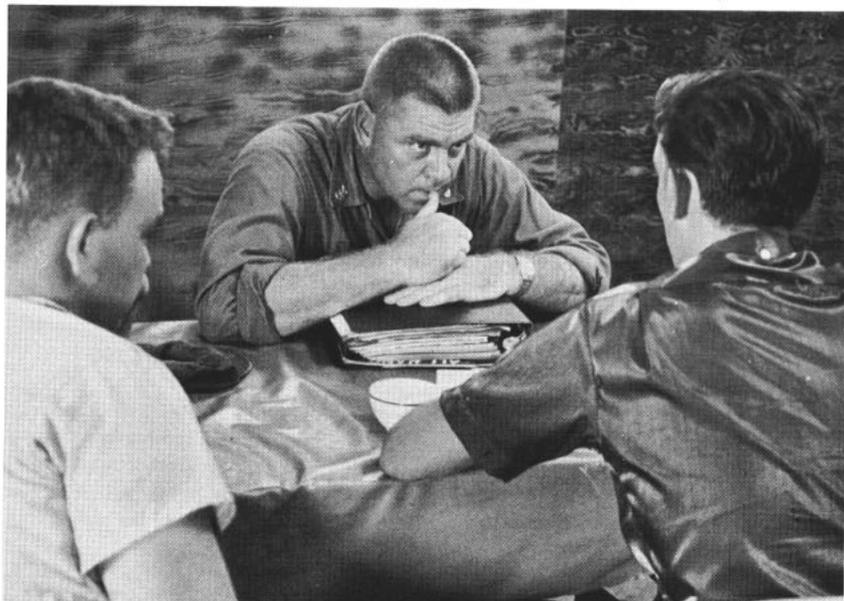
An example is Master Chief Gunner's Mate Olene C. Henderson, the enlisted man's representative in the European area. From his London headquarters assignment on the staff of the Commander in Chief, U. S. Naval Forces, Europe, Chief Hen-

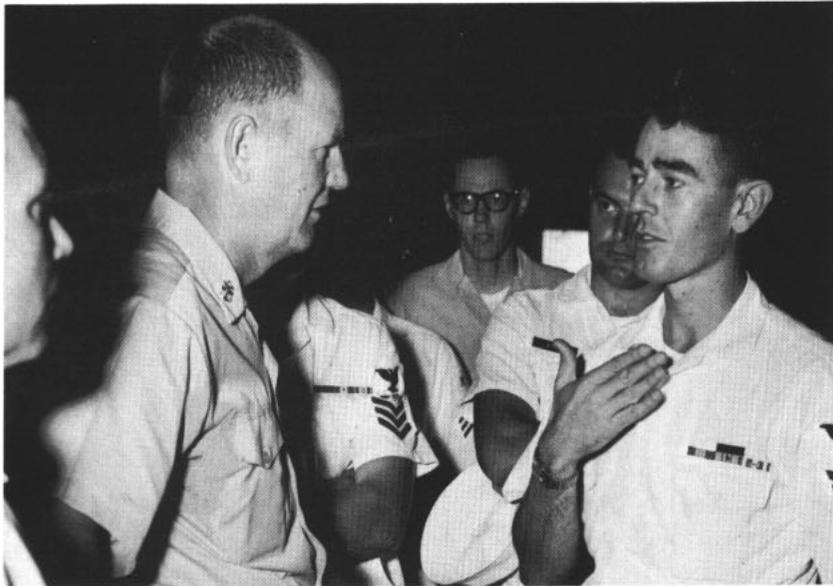
derson (known on the staff as the Force Master Chief) travels to U. S. naval activities located the length and breadth of Europe to discuss such topics of interest as reenlistment bonuses, advancement programs and STAR and SCORE programs.

Whenever he has an opportunity he visits units of the U. S. Sixth Fleet in the Mediterranean to meet personally with the crews, including flagship crewmen of the guided mis-



ENLISTED LEADERS—Master Chief Boatswain's Mate Edward R. Pellom is read letter appointing him SEA at NTC San Diego. Below: Master Chief Fields, former SEA in Vietnam, listens to a problem. Chief Fields is now at Naval Amphibious School, Coronado, Calif.





WHAT'S HAPPENING—Navy men at Corpus Christi have informal talk with MCPON. Rt: Chief petty officers listen to Master Chief Black.



Master Chief Sonar Technician John L. Robinson, Jr., is the Senior Enlisted Advisor aboard USS Dahlgren (DLG 12).

Master Chief Black Joins Board of NRS

The Navy Relief Society now has two enlisted men serving on its Board of Managers.

Recently elected to membership by the Board were Master Chief Gunner's Mate Delbert D. Black, the Master Chief Petty Officer of the Navy; and Sergeant Major Herbert J. Sweet, the Sergeant Major of the Marine Corps.

The Board of Managers is composed of senior commissioned officers of the Navy and Marine Corps, retired officers elected to the Board and wives of officers on active duty. The Navy Relief Society is now in its 65th year.

Hereafter, Master Chief Black

and Sergeant Major Sweet will meet with the other members of the Board once each month to formulate, study and decide on policies that will be sent to the branches and auxiliaries of the Society represented the world over.

In their new roles, the senior enlisted representatives of the naval services will help to support the purpose for which the Society was founded to aid widows and orphans of naval and Marine Corps personnel, and to participate in the ever-growing programs which are continually under study to meet the changing needs of Naval service personnel.

sile light cruiser USS *Little Rock* (CLG 4).

Conditions may be far less favorable in Vietnam, nevertheless that's where Master Chief Boatswain's Mate Carl A. Nelson, USN, does his thing as the Senior Enlisted Advisor for men assigned to the Naval Support Activity, Da Nang.

He, together with Master Chief Electrician's Mate George E. Folk, SEA representative for U. S. Forces in Vietnam, sometimes faces problems that would try the patience of a chaplain. Among them are leave, liberty and timely transfers.

The air arm of the Navy is represented by at least five commands with personnel assigned as Senior Enlisted Advisors.

NAS Moffett Field lists Master Chief Aviation Machinist's Mate James Shippey, USN, as its enlisted representative in California. In Florida, at NAS Pensacola, that distinction belongs to Master Chief Aircraft Maintenceman W. M. Opava, while some 8000 miles to the west, at NAS Atsugi, Master Chief Aircraft Maintenceman Joseph M. Hazard, USN, carries the title.

The two active flight units that list SEAs on board are Air Development Squadron One (VX 1) at NAS Key West, represented by Senior Chief Aviation Structural Mechanic F. C. Girardean, USN; and Heavy Photographic Squadron 61 at NAS Agana, Guam, for which Senior Chief Aircraft Maintenceman R. I. Decker, USN, is the Senior Enlisted Advisor.



TOPSIDE TALK—Master Chief Black has an informal discussion with Vice Chief of Naval Operations, ADM Bernard A. Clarey.

Here is the remainder of the list of commands which have informed the Master Chief of the Navy of their participation in the SEA program, together with the names of their representatives:

- Twelfth Naval District, San Francisco — Master Chief Personnelman David O. Lomeli, USN.
- USS *Dahlgren* (DLG 12), LANTFLT — Master Chief Sonar Technician John L. Robinson, USN.
- USS *Independence* (CVA 62), LANTFLT — Senior Chief Gunner's Mate Arthur C. Gard, USN.
- USS *Forrestal* (CVA 59), LANTFLT — Master Chief Steam Propulsionman Vance E. Phelps, USN.
- Naval Training Center, Orlando, Fla. — Master Chief Yeoman Paul Jordan, USN.
- Naval Station, Newport, R. I.— Master Chief Boatswain's Mate Hillie W. Ackerman, USN.
- Naval Facilities Engineering Command, Washington, D. C. — Master Chief Builder W. H. Shannon, USN.
- Naval Weather Service Command, Washington, D. C. — Master Chief Aerographer's Mate William L. Heagley, USN.
- Naval Supply Systems Command, Washington, D. C. — Master Chief Storekeeper Charles F. Hardy, USN.
- Commander, Naval Forces Marianas — Senior Chief Musician C. D. Potts, USN.
- Naval Station Keflavik, Iceland — Master Chief Boatswain's Mate Robert Weeks, USN.

• Naval Station, Argentia, Newfoundland — Master Chief Personnelman Robert McCurdy, USN.

THIS LIST is by no means complete. It's only the beginning. The trend toward a Senior Enlisted Advisor within each command appears to be increasing throughout the Navy.

In the European area, for in-

stance, there are plans being formulated whereby each command under CINCPACFLT will have a SEA.

The influence of those SEAs already established has been noted. As a whole, their accomplishments will undoubtedly serve to bridge any gap that may exist between crewman and captain.

—Story by Marc Whetstone, Chief Journalist, USN.

Active Duty Navyman Elected President of FRA

For the first time in its 44-year history, the Fleet Reserve Association has elected an active duty Navyman as its national president. He is Senior Chief Storekeeper Stanley S. Nahill, USN.

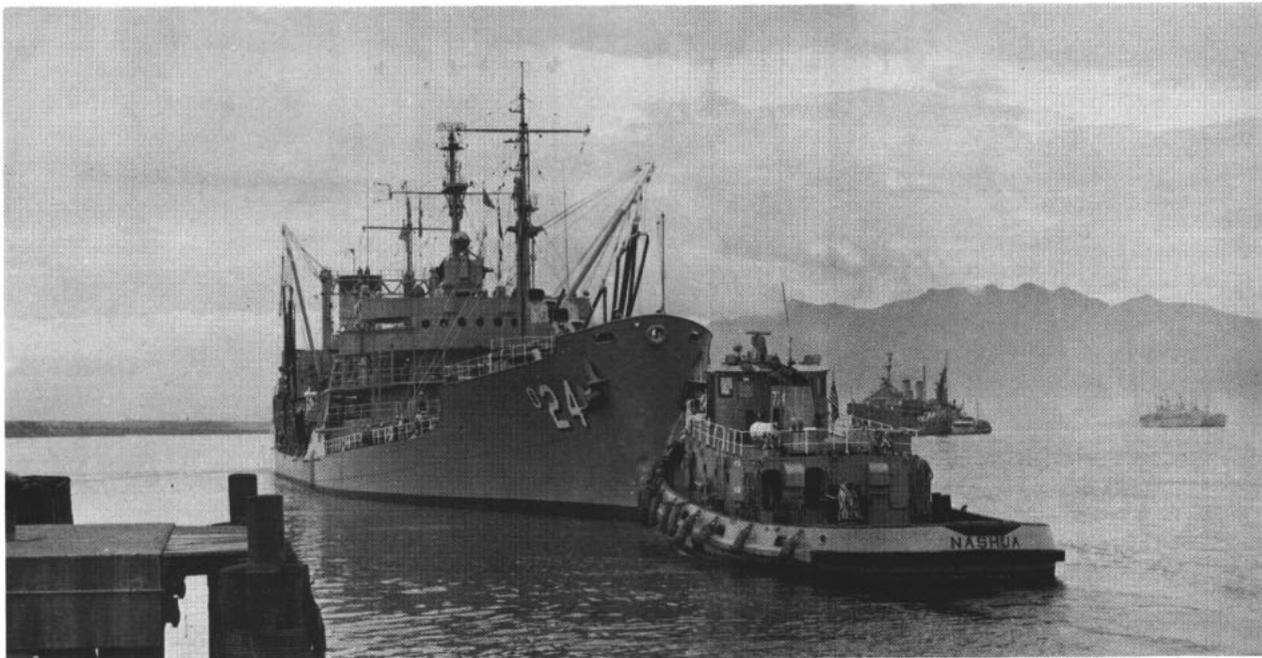
Senior Chief Nahill, a career chief petty officer with 19 years of continuous active service, is currently serving as a member of the Maintenance Management Advisory Team, Commander Naval Air Atlantic, in Norfolk. He is a member of the Association's largest branch in Norfolk, Va., and has a 12-year record of service in the FRA, first joining in Atlantic City.

When his duty transfers took him to new cities, he transferred his membership to the local branch and continued his FRA activity. He has held office in four different locations in the past 10 years and was chairman of the 35th national convention in Memphis, Tenn. It was his outstanding performance in this position

that brought him to national attention within the Fleet Reserve Association.

Senior Chief Nahill enlisted in the Navy in June 1949 and completed basic training at Great Lakes. He then attended two Class A schools, Aviation Fundamental School and Aviation Storekeeper School.

His first tour of sea duty was on board USS *Cabot* (CVL 26) followed by a tour with Utility Squadron Four in Chincoteague, Va. He has also seen service at the U. S. Naval Air Station, Hutchinson, Kans.; in USS *Rendova* (CVE 114); the staff of Commander Fleet Air Wing One with duty in USS *Pine Island* (AV 12), USS *Kenneth Whiting* (AV 14), and USS *Salisbury Sound* (AV 13); Fleet Aircraft Service Squadron 118 on Taiwan; All Weather Attack Squadron 33; and the Naval Air Technical Center, Memphis, where he served as an instructor in Aviation Storekeeper Class A school.



FULL LOAD—USS *Platte* (AO 24) rides low in the water as she is pushed on her way by a tug at Subic Bay.

We're No. 1

NEARING THE THREE-DECADE MARK, USS *Platte* (AO 24) is going strong in WestPac. And, with just short of 30 years of continuous commissioned service, she may well be the Navy's senior ship for active Fleet longevity.

Platte's claim to seniority followed the decommissioning last September of USS *Cimarron* (AO 22).

Commissioned 1 Dec 1939, *Platte* was some nine months "younger" than her sister ship, but always seemed to keep pace with *Cimarron* in terms of who's-the-best-workhorse.

During World War II, *Platte* earned 10 battle stars while participating in nearly every major Pacific campaign. She provided logistic support

for carrier task forces in the Battle of Midway, and participated in campaigns at Guadalcanal, Tarawa, Kwajalein, Eniwetok, Saipan, Tinian, the Philippines, Iwo Jima and Okinawa.

During operations off Attu Island in the Aleutians, she conducted refueling operations while taking a beating from icy waves which crested as high as 50 feet.

While operating with Task Force 58, she crossed the equator 14 times in 11 days.

She was in Tokyo Bay when the enemy signed surrender documents on board the battleship USS *Missouri*.

In all, *Platte* pumped nearly 5,000,000 barrels of oil during 1060

DOUBLE DUTY—The Navy's senior ship simultaneously refuels two sisters off Vietnam, with another awaiting turn.





AUXILIARY STINGER—*Platte* carries two 5-inch guns forward, and one aft. The guns were installed on the venerable oiler for protection during World War II.

World War II refueling operations.

Platte earned four additional battle stars during the Korean conflict. She operated off Korea and Formosa, logging more than 130,000 miles while transferring 2,000,000 barrels of fuel.

Although she now is based in Long Beach, *Platte* continues to build a history of being where the action is. Accordingly, she spends considerable time with the Fleet off Vietnam.

During one recent deployment, *Platte* showed no sign of aging as she refueled 320 ships while transferring 35,000,000 gallons of fuel.

—Story and photos by
C. K. Ferguson, Chief Journalist, USN.



HIGH AND LOW—USS *Platte* (left) seems dwarfed by USS *Chipola* (AO 63), but the difference is in load. Below: Crewmembers cover her age with gray makeup.



LSE Trainee Wins His Yellow Shirt

THIS IS THE DAY the 21-year-old Texan became a yellow shirt.

"When you get out there, Mark," said Aviation Boatswain's Mate 1st class Dennis Boren, "try to relax. Remember all the signals I taught you. No mistakes, now. I'll be standing right behind you, just in case."

They started to walk to spot three. "There's nothing to be afraid of. Just keep your signals straight and everything will be all right."

A helicopter, flying a half a mile or so out, began to approach. Mark Peterson fixed his earphones and positioned himself in front of his spot.

"Okay," said Boren, "now we'll see what you've learned. Here's your helo . . . direct her in."

The pilot fixed his eyes on Mark whose extended arms signaled him to approach to the right . . . then a little to the left. When Mark had the bird centered on the spot, he clasped

FOUR ARMS would be an asset to a yellow shirt, but this is an instructor standing behind student. *Rt:* Novice discusses signals with D. Boren, AB1.



his hands above his head and swung his hands down. This told the pilot he was cleared to rest his bird on the flight deck of *Iwo Jima*.

THE FLIGHT DECK of the Seventh Fleet amphibious assault ship *USS Iwo Jima* (LPH 2), off the coast of Vietnam, is like a busy helo port for a squadron of whirlybirds. During an amphibious operation, the helos carry troops and equipment to the shore, shuttle them on the beach and return to the ship for more missions.

Directing this flow of flight deck traffic are the landing signal enlisted (LSEs). Clad in yellow shirts to provide greater visibility to the pilots, and earphones known as Mickey Mouse, the LSEs can direct the helos to move up, down, left or right until it's safe for a landing.

"One thing the yellow shirt never overlooks," warns Boren, "is the potential danger in his everyday operation. Being an LSE is like controlling a traffic light on a freeway during the five o'clock rush hour.

"If the cars move when the light is green, that's fine. If they slow down when the light is yellow, that's also fine. But if they go through a red light, we're all in trouble.

"Same with the helos. If it comes in full speed when it should be slowing down, it's our job to warn the pilot we're turning on the yellow. If we don't, we'll all end up in the drink."



ALL HANDS

THEY'LL ALL END UP in trouble, too. The yellow shirts are responsible for the safe landing of helicopters worth from one-half to three and one-half million dollars, depending on the size. One mistake could mean the lives of pilots, crews and every man on the flight deck.

"Mark laughed," recalled Boren, "when I made him give takeoff and landing signals to parked helicopters and when I had him brace his body into the wind, to prepare for the 80- to 90-mile winds created by turning rotor blades. It was all very funny until he was out there on the flight deck, doing it for real."

"He's right," agreed Aviation Boatswain's Mate 3rd class Mark. "You can sit and watch the LSEs bring in helos all day. But it means nothing when you're standing out there alone, actually doing it."

"That first one. Wow!" He shook his head. "I was just standing there watching it approach. She looked so innocent, flying over the sea like a bitty hummingbird."

"But then the hum got louder, and the bird got bigger . . . The hum turned into a roar, the bird a five and one-half ton creature. Before I knew it, I had this monster coming at me, rotors screaming, engine screaming, blowing up a storm. And it wouldn't stop. It just kept on coming."

"My self-confidence grew smaller and the helo grew bigger. It was a



good thing Boren was standing behind me, or I might have turned and run. But you don't do that with Boren. Not that man."

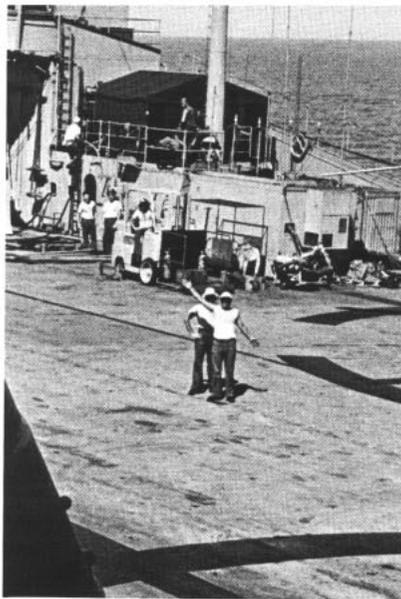
During takeoff, the LSEs stand in front of the helos and give launching signals. When given the signal, the LSEs stretch their arms and point to the sky . . . and the helos begin their sorties.

"Takeoffs always worry me," says

Peterson. "I always expect the bird is going to lift slightly off the deck, then come crashing down again. I can't seem to overcome that feeling and probably never will."

"I guess it's good to worry a bit about them. Because when you do, you're more on the alert, ready for anything that might happen."

—Story by Les Goldberg, JO2
—Photos by Jean C. Cate, PH1.



HELO PILOT watches for signals while approaching ship's flight deck. *Rt:* Then the novice yellow shirt reviews hand signals and discusses landing. *Above:* Then back to the flight deck for more takeoff or landing practice.



STORE SHIP

WEEKS BEFORE and thousands of miles away, the commanding officer of *uss Alstede* (AF 48) had received operational orders stating that at 0600 on a specific day, at a specific latitude and longitude, his ship was to replenish the carrier group headed by *uss Franklin D. Roosevelt* (CVA 42).

That hour, day and place are rapidly approaching.

Men of *Alstede* have been working since 0100 to deck load and place the cargo to be transferred, until now it is piled higher than their heads.

The time is 0555. Ten minutes earlier, the cargo officers were informed on their sound powered phones that the signal flag Romeo is close-up. *Alstede* is ready to transfer her cargo.

The transfer rig crews are waiting

to hear their cargo officers shout "Send it!" Each is determined to be the first to get its load across to *Roosevelt*.

THIS DAY'S WORK began many months before in Norfolk. The Supply Systems Command had purchased and prepared the 5,000,000 pounds of food that constitutes *Alstede's* cargo. Endless details, loading plans, stowage and accessibility problems, meetings, a conference and more problems have followed.

By and large, the food on board is probably better than that to be found in a neighborhood supermarket. And in a wider variety. Everything from franks to fillets. There is always an extra amount of turkey for Thanksgiving and Christmas, ham for Easter, thousands of gallons of cola syrup for the summer.

There is little that is routine about an AF's job. Every deployment means training for new hands, brush-ups for old-timers, and a constant reevaluation of transfer methods. Despite the new developments, replenishment at sea is still a dangerous business and an infinite number of variables make it more so. Safety, efficiency and high transfer rates in tons per hour—in that order—are the basic considerations in the training schedule and organization of an AF.

Bad weather tremendously increases the dangers. Durable as the equipment may be, a sudden roll can snap the lines which hold the two-ton net loads of cargo suspended between the ships. The backlash of one of these broken lines is not to be trifled with. A fully loaded net, swinging out of control, is to be treated with respect, as are free-

swinging cargo hooks, slippery decks, and cases of frozen meat cascading from a loose net.

TRADITIONALLY, there are three basic methods of alongside transfer: highline, burton and housefall. These are used when ships come alongside *Alstede*. All these methods use heavy steel wires stretched between the two ships which are—more or less—traveling about 60 feet apart.

An AF of the *Alstede* type is capable of sending from one to six transfer rigs to a customer ship from as many as 12 different transfer points. The fundamental problem is that of maintaining an uninterrupted flow of cargo to the ships alongside. The cargo is taken from the holds and judiciously spotted on deck to insure maximum efficiency in transfer and a minimum of additional topside movement on the refrigerator ship.

In addition, it is essential that the alongside order of ships be accurately coordinated. Individual ships are



capable of receiving cargo only at certain stations. Here, the problem arises of having the correct rig ready for a specific ship.

Continuity of rig is the unattainable ideal for, although the riggers are true experts, time is lost and energy is needlessly expended each time they are required to re-rig for a ship that comes alongside.

Many of these problems are avoided (and others created) by the in-

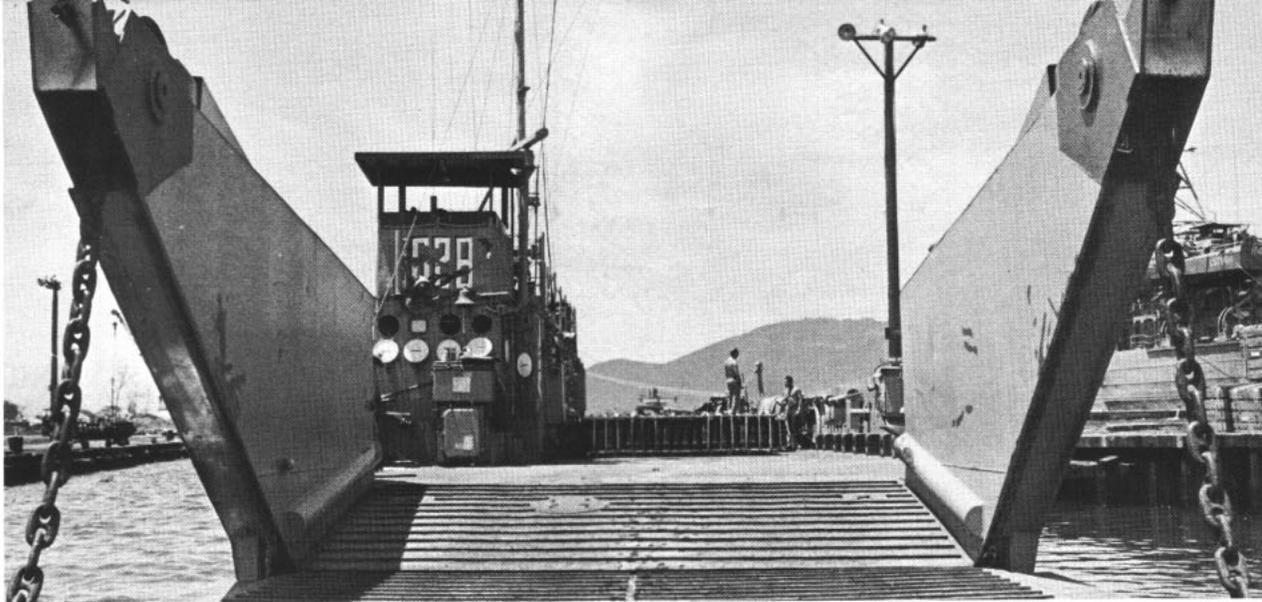
roduction of the relatively new system of vertical replenishment. In this instance, cargo is hoisted to a raised helicopter deck on the stern of the AF to be picked up by a helo and carried to the customer ship. To the uninitiated, it's an awesome sight to watch a helo hover only five feet from the deck of a pitching, rolling ship to pick up its load of cargo, while two or three more helos are hovering nearby, awaiting their turn.

No matter how efficient the crew, it all takes time. Cargo breakout and replenishment of a carrier group takes about 10 hours under good conditions. In bad weather, and at night, the operation may last much longer, but no matter how long it does take, the men do not leave their stations until the job is done. During a replenishment, sandwiches and cold snacks may be served on deck, but it is no picnic for anyone.

It is 0600. The word is passed. The first six cargo nets are on their way to *Roosevelt*.

ORGANIZATION and teamwork are key factors aboard *USS Alstede*. This photo points up the big job to be done.





LCU 1628—

'A Link in Navy's Lifeline'

LCU 1628 is one of a variety of Navy "U" boats. The U stands for utility, and *ALL HANDS* recently reported on another combat "U" veteran, the YFU 71 (March 1968, p. 15).

This report is about a utility landing craft. LCU 1628 can carry combat troops or cargo. She also is in the combat theater.

Her crew might have been picked by a Hollywood casting agency. There is the young man with a drawl from Arkansas, the farmhand from Wisconsin, the big city expert from New York, the factory worker from Ohio, and the Mexican-American who likes hot peppers.

Their job is supply, from bullets to boots to band-aids.

Assault Craft Unit One, attached to the Seventh Fleet Amphibious Force, has seven "U" boats. For the most part, they travel up the Cua Viet River to Dong Ha, a few miles below the DMZ, or up the Perfume River to the old imperial capital of Hue.

The 14-man crew mans battle stations for the trip up the Perfume River. The men are alert, but not tense. It looks good. Children are swarming down to the riverbank.

The children use the same greetings of other wars, other times: "Hey Joe" and "OK Joe." And there is sign language. The gestures of people trying to communicate without words send waves of laughter rolling across the beautiful Vietnam countryside. A smile, a wave, and per-

haps an apple or candy thrown to a child. Small things that mean so much.

The craft continues upriver, her progress noted indifferently by fat water buffalo lazing in the mid-morning sun. It is a strangely peaceful ride.

The trip to Hue is uneventful, just the way everyone likes it. Beached at the small river port, 1628 waits to be unloaded.

Crewmembers are not idle while they wait. Engines are treated for ailments that engines get. Electrical gear is checked. And, as with all other Navy ships, paint is applied as required for proper preservation.

Small boat crews are unusual families. And small boat units make up floating neighborhoods. It's not unusual for the cook of a nearby boat to drop in with, "Say, could I bor-

row a loaf of bread?" or "Do you have any olives?" The sailors must get along with each other, because the nature of their jobs has shrunk the world to the size of their boats.

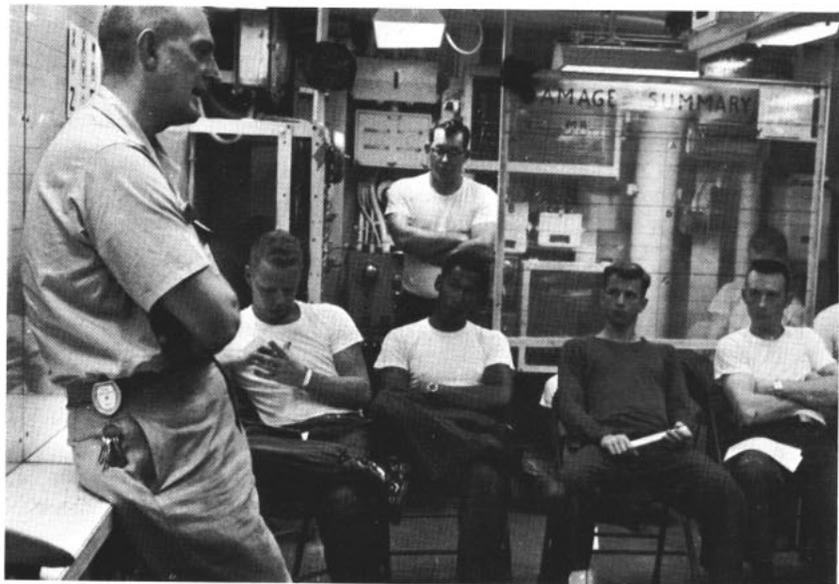
Each day is much the same. The boat is unloaded, then heads for the South China Sea and Da Nang for another load of supplies. The men wish for liberty, think of home, and do their jobs.

Crew of a craft that has a number instead of a name, they will receive little glory for their part in the conflict. They know, as do the men in the field, that without supplies the serviceman in Vietnam could not survive. These boats are part of the backbone of the Navy effort in Vietnam. They are a link in its lifeline.

—Story by B. D. Toland, JO3, USN.
Photos by Bill Galligan, PH1, USN.

HELPING HAND—Small boats and crews depend on the "U" boats for items such as repair parts and fresh foods which can't be stored on small craft.





THE DC WORD—LCDR D. E. Cunningham, DCO, lectures divisional DC POs. *Rt:* DCFN Keister checks 'explosimeter.'

SHIPBOARD EXPERIMENT:

The DC Department

EXPERIMENTAL shipboard damage control departments, something many old salts have been dreaming about for years, are currently undergoing evaluation in the Fleet.

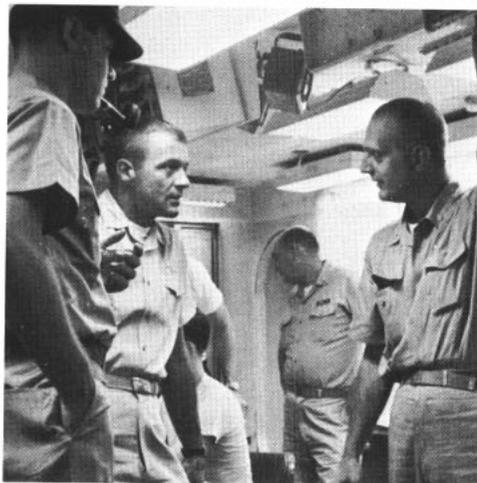
They were organized last July when each type commander formed a trial DC department on board one of his ships. The designated ship of COMNAVAIRPAC, for instance, is the attack aircraft carrier USS *Bon Homme Richard* (CVA 31).

Under the leadership of Lieutenant Commander Donald E. Cunningham, *Bonnie Dick's* new DC organization is comprised of 29 damage controlmen whose primary objective has been to carry out a concen-

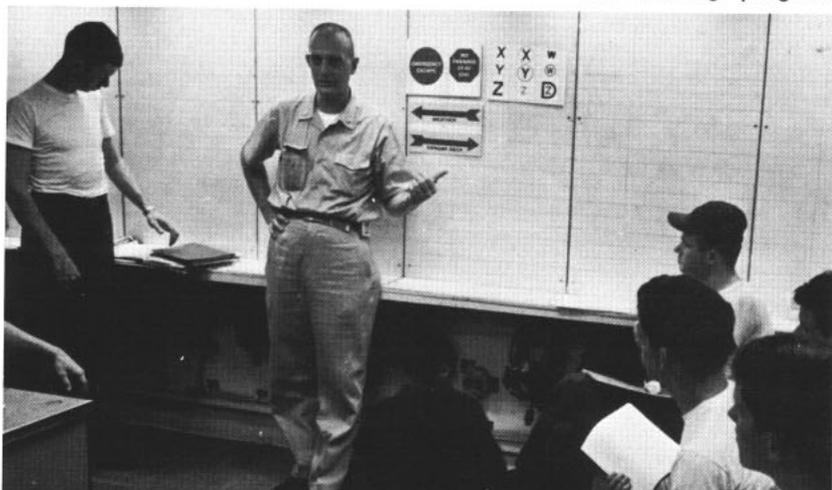
trated training program inspired by a renewed Fleet-wide emphasis on shipboard firefighting and DC procedures.

Aiding the DC department controlmen are more than 50 damage control trained petty officers from other departments who supervise the use of DC and firefighting equipment during drills. A minimum of two fire drills and one full-scale General Quarters drill have been conducted weekly since the new organization was formed.

An assessment of the new DC departments is expected to be reported to the Fleet upon completion of the experiment.



BONNIE DICK'S damage controlmen pass on their skills during concentrated training program. *Left:* Shoring technique is demonstrated. *Right:* Weekly lecture in DC Central. *Above:* DC officers discuss training program.





A MOUTHFUL OF TEETH—Navy's Patrol Air Cushion Vehicle (PACV) has the firepower to back up appearance.

One-third COPTER One-third PLANE One-third BOAT

THE CRAFT is flying four feet above the water, and searching by radar while traveling at a rate of 50 knots plus.

Five U. S. Navymen make up the crew, and they are riding a Patrol Air Cushion Vehicle, called "PACV." It has been described as "one-third helicopter, one-third airplane and one-third boat."

The 39-foot-long craft, powered by a jet turbine engine, rides a layer of

air created by a horizontal lift fan while a propeller on the stern gives forward motion. The PACV's spectacular feature, though, is its ability to leave the water and hop over mud flats and salt marshes.

Since June, all three Navy PACVs in Vietnam have been operating in the bays and lagoons just behind the South China Sea coast between Da Nang and Hue. Their job is to stop enemy infiltration on Cau Hai Bay,

where the VC had been arriving ashore under cover of the sampan fishing fleet.

The craft came north from Dong Tam in the Mekong Delta, where they had patrolled since December. In two months, say the PACV crews, they piled up more action than in the preceding six months.

"We have operated lots more up here," said Radarman 1st Class James ("Ski") Kuznicki who is a navigator on one of the four crews.

Chief Radarman James E. Pitton, another navigator, agrees. "The situation is more realistic for us up here," he said. "We do things here that river patrol boats can't do because of shallow water."

BECAUSE OF their mobility, speed and firepower, the PACVs have been called in for fire support, blocking actions, and troop extractions. One night last summer, an Army Special Forces team, surrounded by Viet Cong, were rescued by one PACV while another stood offshore and covered them with its machine guns.

One of their biggest actions came in August, in a joint Army-Navy operation four miles from Hue. While infantrymen of the 101st Air Cavalry Division swept the enemy toward the coast, PACVs moved into the mud

flats sealing escape routes.

Two PACVs make up a patrol section, leaving their base at Tan My, six miles northeast of Hue, and traveling through inland waterways 20 miles south to Cau Hai Bay.

"Day patrols," says Lieutenant Doug Frantz, "usually check sampans for weapons, Viet Cong suspects and draft dodgers. Night patrols used to do the same, but in two months the PACVs have cleared the bay of craft violating the 1800 curfew.

"There used to be hundreds of fishing junks up here at night, when no civilian vessels are authorized to be on the water," said LT Frantz, who doubles as a pilot and as the PACVs' executive officer. "The bay is empty now. If there's anything out there, we can spot it and stop it."

The PACVs are in the bay every night, sitting in the water or on a mud flat from dusk to dawn. Most patrols are quiet, but a call for help can mean sudden action.

"You never know what to expect when you go out," LT Frantz said. "You might sit all night, or you might see some hot action."

WHEN THE PACVs do get into action, they can be as dangerous as the eyes and teeth painted on their inflatable skirts make them look.

Yeoman 2nd Class Roy Beam is a side gunner. His rating means that he should be doing clerical work and, in fact, he works as the PACV's unit clerk on his off-duty days.

Nearly half the PACV personnel are Navy airmen, including jet mechanics and structural maintenancemen. One of them, Aviation Structural Mechanic 2nd Class Raymond Hilliard says that the PACV is more of an aircraft than a boat.

"The only difference is," he said, "that the PACVs don't fly higher than four feet."

The PACV unit, Coastal Division 17, came to Vietnam from the U. S. last December to begin its present tour, but the craft served in the Mekong Delta in 1966 and several crewmembers and maintenancemen are in the combat zone for the second time.

"The Navy is seeing now what the PACVs can do in shallow water and marsh country," said Lieutenant (jg) Randall Offutt.

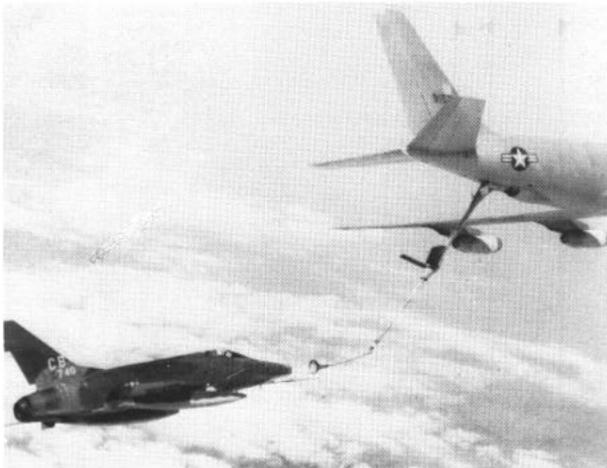
It's something unusual to see.

—Henry Eichel,
Seaman, USN



LAND AND SEA—LTJG R. Offutt, USN, pilots PACV over lagoon near Hue. Below: PACV crewmembers keep lookout during a break in patrol activities.





FILL'ER UP — An Air Force F-100 Supersabre refuels from a KC-135 Stratotanker following a mission.

A 15-DAY STUDY of underwater ocean waves was conducted recently in the Pacific by a group of oceanographers from the Department of Commerce and the University of Washington.

The investigation was linked to the belief by some scientists that the mysterious ocean phenomena known as internal waves can cause unusual behavior in underwater sound, possibly causing problems in submarine operations.

The expedition conducted its experiments from on board the ocean survey vessel *Oceanographer* and the Coast Guard cutter USCG *Ivy*, at a position about 80 miles off the coast of Washington and British Columbia. There the continental shelf slopes down into the deep ocean.

The joint project marked the beginning of a program in oceanic investigation of internal waves by the university's department of oceanography, supported through the Office of Naval Research. It was initiated to test internal wave theories developed during the last 15 years.

Internal waves apparently are to be found in all the world's oceans. The below-the-surface undulations are at times larger than surface waves. During an expedition to the Indian Ocean in 1964, the Coast and Geodetic Survey ship *Pioneer* measured internal waves 270 feet high. The highest surface wave ever reported was 112 feet, in 1933.

The scientists also studied other factors of the internal wave's power, such as the possibility that the waves may be a source for transferring energy from the ocean's surface into the ocean's depths. Another factor focused on is the likelihood that internal waves affect underwater acoustics, important in underwater communication, detection, location and mapping.

★ ★ ★

THE MOTOR used in the second stage rocket of the *Minuteman II* ICBM is undergoing tests to determine how smoothly it works after long periods of operational deployment and under various conditions of storage.

The test program, underway since last May at the

Arnold Engineering Development Center (AEDC), Arnold Air Force Station, Tenn., will last six years.

A primary objective is to determine how often the deployed missiles should have their motors changed.

Plans call for testing 15 motors selected at random from missiles that are operationally deployed in *Minuteman II* silos, plus 10 others taken from a variety of storage conditions. A high-altitude test cell will be used for the motor check-outs.

The development of *Minuteman* missiles has been pursued at AEDC for nearly 10 years. The aerospace center has used a variety of wind tunnels and test cells to check out *Minuteman* propellants, insulation, flight characteristics and control systems, plus such missile-related gear as nozzle configuration and ignition and thrust termination systems.

The Tennessee station also is involved in research and development of a new third stage for a later version of the missile, *Minuteman III*.

★ ★ ★

IT'S TOO LATE for you to bid on the bridle sling, sand slinger and clamshell buckets, but the Defense Logistics Services Center in Battle Creek, Mich., may later have more of them for sale.

Objects such as these (they have something to do with foundry and metalwork) were among 245 items sold at a DLSC auction.

The auctions, held periodically at an Army depot near Granite City, Ill., give the public the opportunity to bid on still-serviceable items for which the Department of Defense has no further use.

A single sale of the they're-no-good-to-us-anyway items brings in as much as \$13 million.

★ ★ ★

WHAT IS BELIEVED to be the world's fastest helicopter, the Army's XH-51A, has been named one of the 100 most significant new products of the year by an industrial research firm.

The XH-51A, which has short wings and is thrust forward by a jet engine, last year reached an unofficial rotorcraft record speed of 302 mph.

The annual "I-R 100" award winners were selected by a panel of 30 leading scientists and engineers.

SPEEDY HELO—Army XH-51A is capable of 302 mph.



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*.

★ ★ ★

A TEAM OF SCIENTISTS from the Environmental Science Services Administration recently descended to the top of a mountain.

Descended? Yes—they were exploring an undersea mountain in the North Pacific on which a manned habitat may some day be erected.

The object of the expedition was Cobb Seamount, an extinct volcano which rises almost two miles above the sea bottom to within 108 feet of the surface. The sunken mountain is approximately 270 miles off the coast of Washington State.

The expedition conducted what is probably the most detailed exploration ever made of an undersea mountain. The topography was surveyed from above with electronic equipment, while teams of divers explored its ravines and crevices for animal and sea life.

Cobb Seamount has excited the interest of oceanographers since its discovery in 1950. Of the approximately 100 known seamounts in the area, Cobb Seamount has the only summit known to be well within the region of sunlight. Furthermore, it still retains a basically undisturbed deep ocean environment.

The mountain has a base approximately 10 miles in diameter. It rises gradually and relatively uniformly from the 9000-foot-deep ocean floor to a pinnacle which measures about 500 by 800 yards.

The U.S. Coast and Geodetic Survey Ship *Oceanographer* was used as the base of operations by the scientists and divers.

In conjunction with the summit's exploration, *Oceanographer* surveyed the top of the seamount. The survey



ONE OF TWO—USC&GSS *Fairweather*, recently commissioned by Coast and Geodetic Survey, will chart coast.

embraced both the summit and a 30-mile square centered on the seamount. To accomplish this, the ship traveled approximately 1000 miles as she criss-crossed back and forth over the area, gathering magnetic and gravity data as she did so. To aid the ship in determining her position, an acoustic beacon was placed on the summit, which conveyed to instruments aboard the vessel the range and bearing of fixed points.

Data gathered on the expedition may help to establish on Cobb Seamount a multipurpose ocean laboratory.

★ ★ ★

FOOB IS NOT A NOISE, it is the acronym for Firing Out of Battery—an Army artillery weapon with a gun tube which moves forward before firing. When the firing tube is moving fast enough, the weapon fires. The movement of the firing tube reduces the recoil because the recoiling parts reverse direction and return to the starting position.

The weapon is still in the developmental stage, with split-second firing and other problems to be solved. Nevertheless, when the army irons out FOOB's wrinkles, it will have a lightweight, relatively small, and fast firing artillery piece.

Because of its soft recoil and consequent size, the weapon can be emplaced and displaced in a relatively short time, making quick movement from one target area to another relatively easy. Lessened recoil will also improve the weapon's stability and accuracy.

The first FOOB the Army tested fired a 105-mm projectile but engineers are looking toward larger caliber weapons. The bigger pieces will also use the recoil mechanism which the Army Weapons Command regards as one of its more promising artillery research projects.

BIG BOOM — Members of the 3rd Artillery Unit fire a round during a fire support mission in Vietnam.



NAVY NEW

A SHIP'S DECK LOG must always record the important things that happened aboard—events which affect the ship or its crew, or having with history something to do.

There is also a time that it should be in rhyme. For better or worse, and written in verse, it's the midwatch log on January first.

It's a naval tradition. But there is one condition: The OOD, or whoever it be, to whom the job's given, must obey *Navy Regs*, Art. 1037.

From this regulation it can be concluded that lots of detail must be included: which hawsers are tied; the ships alongside; who SOPA might be; the state

of the sea; the ship's position; the material condition; the soundings and draft; what objects are aft; and such.

It's not really much. But it can be quite sticky, to write more than a quicky, and often is taxin' to get all the facts in. Still, many watchstanders will, and already have, a good one, well done.

Every year we try to make clear that the judging is done by a panel. A few of the staff first discard all the chaff; then the best of the rest they will channel.

We're pleased to present the winning selections; if you don't agree, make your own elections.

USS Floyd P. Parks (DD 884)

(With apologies to Lewis Carroll's 'Father William.')

"You are old, Father Time," the OOD said,
"And your hair has become very white;
And though you would rather be tucked in
your bed,
Please help write the mid-log tonight."

"O, come," said the spirit, "that's not such
a curse,
The writing of logs takes no brain;
To set the ship's status to lyrical verse
Is more of a joy than a pain."

"We're moored, O spirit, in a spot that
is keen
In the yard of the city Long Beach.
But how do I rhyme that we're at Berth 13?
I fear that is quite past my reach."

"My son," said the spirit, "you're easily
floored,
Just listen to hear how it's done.
State Pier One's our place, with the Maddox
inboard
(Her hull number's seven-three-one.)"

"You are old, Father Time," the OOD said,
"And the New Year is quickly approaching;
But poetic problems have emptied my head—
Please keep up your excellent coaching."

"O quite," said the sage, "it's no bother
at all
Though I've nearly expended my time;
So toss me the problems which cause the
most gall
And I'll cleverly put them to rhyme."

"I feel that our SOPA is not hard to rhyme
ComCruDesFlotThree is his title.

Boiler One is lit at this time—
How's that for a poet's recital?"

"Not bad," said the visage, "but let me
now tell
What's supplying our lights and our power;
Number one generator is doing it well—
But it's almost the bewitching hour."

"Then quickly, please help," said the young
OOD,
"Six mooring lines out hold us fast;
They're standard and doubled, as strong
as can be;
But I'm saving the hardest 'til last."

"I see, O young Ensign," said Old Father
Time,
"That I have to name ships here in port;
PacFleet units, yard vessels, hardly do rhyme
Though I still think that this is great sport."

"We're done, Father Time," the OOD sighed,
"Though I feel that it's muddled my brain.
We rhymed all the facts, and we never
once lied;
Let's do this the next year again."

"My worthy successor," the visage did say,
Contemplating the time and the date,
"Is anxious to help you next year if he may;
Here's hoping your New Year is GREAT!"

—P. N. French
Ensign, USNR

USS William H. Standley (DLG 32)

Well, here we are in Naples Bay,
Moored secure, the Mediterranean way.
Our stern is in to Q Six-Two
With a 9-inch hawser that is sure to do.
Our sturdy anchors are out to the fore,
To prevent our washing upon the shore.

Ninety fathoms of chain on the bow hook
are out;

Her sister—to starboard—forty-five about.
At Molo San Vincenzo, here we nest,
With three destroyers to starboard breast;
Securely held, with standard lines doubled,
The four of us to keep untroubled.

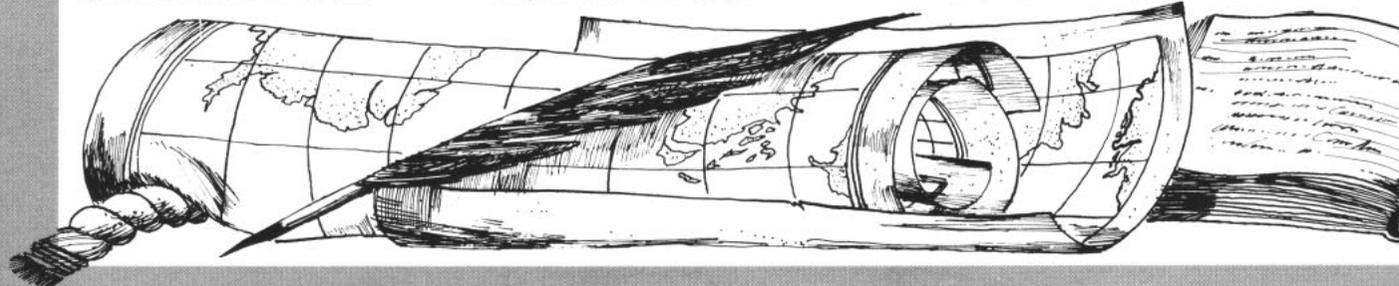
The Laffey, the Fox, the Turner they be —
All part of a group serving our country.
With thirteen fathoms, a bottom of silt;
In muddy water, we're up to the hilt.
Boiler One-Alfa is steaming on line;
All think the engineers are doing fine.

But there's no water here—and no steam
there —
And in one faucet, there is only air.
However, all services we get from the snipes
So, possibly, there are no major gripes.
Modified Condition Yoke is set;
Both of our generators are purring yet.

Today is proclaimed by national decree;
Though holiday routine for most it may be,
Our deck force's up early, stirring about —
Sweeping and swabbing and dumping trash
out.
Various watches are patrolling on deck
To keep us secure, or it'll be my neck.

Alert and vigilant though we be,
We're thinking of loved ones across the sea.
Other ships are around us: some big,
some small,
But all are ready to answer the call.
Across to port the Grand Canyon lies;
A DD tender, she is holding our ties.

Shangri-La, in the outer harbor, she
Is taking the brunt of this wintry sea.
The gray Topeka at the pier has it made,



YEAR'S LOG

1. This year Ensign French has won the top marks, with his log about Father Time's visit to Parks.

2. Standley's runner-up log came from Chief Huffman (the Third); of New Year's in Naples and Med life we heard.

3. Dale's tale was told by Lieutenant De Matta; a frigate the former, a poet the latter.

4. For the boot year's log from the deck of the Rankin, it's Chief Warrant Baker we have to be thankin'.

5. For Alamo's log Lieutenant Wolfe joined the

heroes; but if he'll permit us a whim, we'd like to tell him, that it's not 2400—but four zeroes.

We have added a poem that's different this year, and we must say it offers good Christmas cheer; it's certainly clear Chief Brenner's no fogey, with his tale about Belknap's eight-reindeered bogey.

We hope you'll forgive us for using this way to introduce New Year's poetic display. We've been reading deck logs for such a long time that now even we are thinking in rhyme.

If YOU'VE stood the first watch this New Year's day, please send in your log without delay.

For she has the admiral and he has the grade.

CruDesFlot 12 is our SOPA this stay
In CLG 8, over the way.

From our mast flies the flag of CDS 8
(Whose return from leave in Rome we await).
Others of LantFlt are here this night —
A modern armada, an awesome sight.
The U. S. and our allies are providing small
craft,
Many at work to the fore, a few of them aft.

Some of our sailors are still on the beach
Celebrating — but within our reach.
This is Standley's first, in sixty-point-two.
Our ship is ready — whatever we do.
Now the one best thing we note this day:
Through this deployment we are halfway.
So to all our shipmates and families we say,
"Greetings to you on New Year's first day."

—J. W. Huffman, III
Chief Radarman, USN

USS Dale (DLG 19)

On New Year's morn, while protecting our
nation,
We're steaming the waters of southern SAR
station.
With 806 on both her sides,
Higbee — our shotgun — not far from us
rides.

The captain of our ship is OTC,
And also the SOPA and CTE.
He heads the Element, and tells what to do;
It's seven-seven-point-zero-point-one-point-
two.

We're one little unit under ComSeventhFlt
Who fields a team that's quite hard to beat.
One-Bravo, Two-Alfa, are the boilers in use,

And the "B" generators provide us with
juice.

These give us the steam to proceed at ten
knots,
While changing locations 'tween various
spots.

Zero-two-five is the course that we steer,
With Higbee remaining two miles from here.

Two-seven-zero on station she'll bear,
And unless she is lost, she's already there.
We look toward her station and see not
a light,
For both ships are darkened throughout
the night.

To ensure that our needs for safety are met,
Conditions Three and Yoke are set. ✓
Bcause of this conflict, we're victims of fate,
And the holiday season we can't celebrate,

Our loved ones and friends are at home
far from here,
But to them, and to all, a "Happy New
Year!"

—Elliott K. DeMatta
Lieutenant (jg), USN

USS Rankin (AKA 103)

A strange relief took place last night,
(Though it happens every year)
It occurred on our quarterdeck;
I was close enough to hear.

The New Year showed up right on time—
A squared-away young boot.
The old OOD heaved a sigh
And gave a tired salute.

The word passed down was not all good,
But the New Year took it well.
I could not understand it all,

But what I did, I'll tell.

"SOPA tonight is PhibGruFour
For the Little Creek retreat.
And here are resting many ships
Of the U.S. Atlantic Fleet.

"While all these ships are an able lot,
Manned by the country's best.
The Rankin, berthed at pier Fifteen,
Stands high above the rest.

"Her lines are doubled, fore and aft;
A wire leads to the shore,
But if it were left up to her and her crew,
They'd rather sail than moor.

"Her engine room is on cold iron,
Her generators still.
That steam line running from the pier
Keeps out the winter's chill.

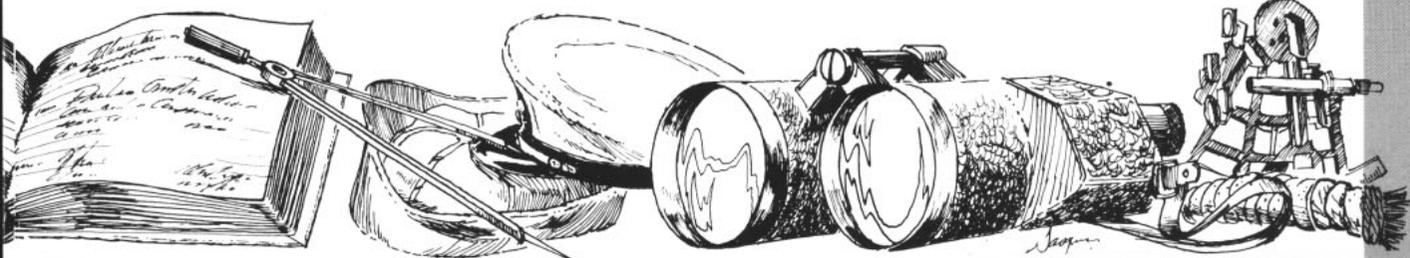
"She also gets electric power,
And fresh water from the beach.
Her men are all turned in below.
Or within an easy reach.

"With modified Yoke below the decks
And material Condition Five,
You may think that she's sound asleep,
But she's really quite alive.

"Now I stand relieved, New Year,
I pass it all to you.
My last fine hour has slid away,
There's no more I can do.

"Except to tell you once again,
Before I cross the brow,
It makes no difference—where or when—
The Rankin's 'Ready Now'."

—Oscar M. Baker
Chief Warrant Officer, USN



USS Alamo (LSD 33)

I've assumed the deck and I do perceive
That it's 2400 this cold New Year's Eve.

It's raining and foggy, so we're harder
to see,
For the Alamo's darkened, as is SOP.

On Pt Tinsel we're staying (for that is our
station)

Off the coast of Vietnam, to aid this small
nation.

We're with Task Group Seven-six-point-five,
Helping to keep Three-slant-one alive.

Boiler One keeps us hot on the line,
And Three and Four generators are doing
fine.

Yoke is set, and this ship is uptight,
With readiness Condition IV for the night.

OTC and SOPA are one and the same;
CTG Seven-six-point-five is his name.

As Number Two was lit off, at zero-three-
hundred,
"All bells can be answered," the engine-
room thundered.

Keeping watch like a hawk, in a spirit of
"can do,"
The Alamo wishes Happy New Year to you!

—Ronald D. Wolfe
Lieutenant (jg), USN

USS Claude V. Ricketts (DDG 5)

Claude V. Ricketts is moored very well,
Portside to young Harry Yarnell.
To give our location a definite fix,
It's called Pier Twenty, Berth 206.

The wind is quite slow, a mist is falling,
The lights are all lit, a ship's whistle's
calling.

The watches are waiting dawn of
New Year's,
Here at the destroyer and submarine piers.

Mooring lines are standard for this type of
vessel,
With fore and aft spring lays, so the ship
will not wrestle.

Those on liberty are cautioned not to be
late
Returning to Norfolk (the city), Virginia
(the state).

Telephone and fresh water come from the
pier,
Steam and electricity, from the chief
engineer.

He is steaming on Bravo boiler this hour,
Generator 1A and 1B for electric power.

'Yoke' fittings and hatches have been
secured,

Condition of Readiness Five is assured.
The captain is throwing a party ashore,
With the XO, the wardroom, and so many
more.

The ships sitting in port, without any motion,

Are part of the Fleet from the Atlantic
Ocean.

Included as well in the harbor today,
Crafts of the District, an assorted array.

ComNavAirLant is SOPA right now,
Watching over us, with the usual know-how.
One thing's certain, we'll stand our watch
tight,
And guard our ship's safety from morning
'til night.

—Forwarded by Commanding Officer
USS Claude V. Ricketts

USS Mount McKinley (AGC 7)

The Seventh Fleet PhibFour flagship are we;
Sailing alone in the South China Sea.

After upkeep in Subic, we're proceeding
again,
We'll operate soon in Da Nang RVN.

As the gyro shows our way so true,
We've set our course at three-two-two.

Both our boilers are making steam,
We're sailing now at knots 13.

At darken ship we steam through the night,
But the captain says: "Burn Nav lights
bright."

The ship is in Condition IV, Condition Yoke
is set;

With engine room in Condition I, any
challenge will be met.

ComSeventhFlt's sked is our current guide;

USS Belknap

Note: This was not submitted as a New
Year's log but as a Yuletide offering. It is

On the night before Christmas
Off the Vietnam coast,
Sat the Belknap, on PIRAZ,
Like a silent, gray ghost.

While all over the world,
Folks were joyous because
They soon would be visited
By old Santa Claus,

Out here on the Two-Six,
In warm Tonkin Bay,
We feared that old Santa
Would not get this way.

Those here in the Belknap
Must all be contented
To wait until next year
To get snow-oriented.

And so all of our thoughts
Were on normal routine;
We'd just make the best
Of this one-in-three scene.

When out of the north,
Like a low sweeping hawk,
Came a fast-moving bogey,
Without any squawk.

"Get the CAP headed out;
Train directors," said SWIC;
"This must be some kind
Of Vietnamese trick."

On the radar this target
Was an odd-looking kind;
It appeared as eight small ones
With a large one behind.

The OOD ordered "Sound G.Q.
Man up on the double;
Call the captain right now,
It sure looks like trouble."

When out of the dark,
and overcast skies,
There appeared a strange target;
We all rubbed our eyes.

"It isn't a plane,"
Starboard lookout said;
"It looks like eight reindeer,
Pulling a sled."

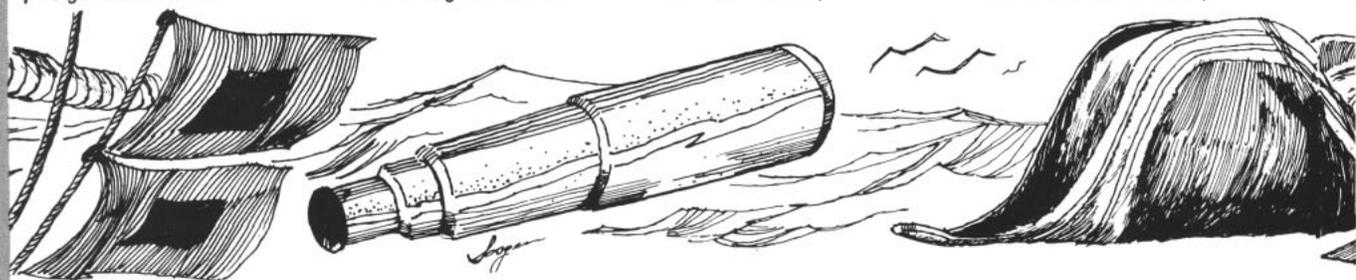
It circled us twice,

Went away, then came back;
And finally landed,
On our forward mack.

"Tell the snipes," said the OOD,
"Put no smoke in the air;
For believe it or not,
Old Santa's up there."

Sure enough, there he was,
Round and jolly was he;
He came to the bridge,
And grabbed the M.C.

In a loud, booming voice,
So that we could all hear,



Even with changes we take it in stride.

Aboard is SOPA and OTC,
ComPhibForSeventhFlt: he.

The hours have passed and my relief is
now here,
So to all a good night and a Happy New
Year!

—C. W. Fatzinger
Lieutenant (jg), USN

USNF San Nicolas Island, Point Mugu

New Year's Day and here I am
Writing in this log again.
Fifty miles out to sea —
SNI, the watch, and me.

Our island here has not much size;
Off California's coast she lies,
Anchored to the ocean's floor;
The swells do break upon her shore.

And yet I dreamed the other night
She broke the bonds that hold her tight,
And at her stern a salty breeze
Sailed her through the open seas.

'Tis true, San Nic no seas will sail,
But in her mission she'll not fail,
For her captain and his men
Are 'mongst the best, I do commend.

While sitting here I've time to ponder,
And last year's memories grow fonder.
'Tis quite an honor, they say to me,
To write the New Year's first entry.

And since I'm one to share good things,
In my heart a kindness sings,
Mayhap next year at this time
The pleasure will be thine, not mine.

So proudly I sit down to write
Into the dawn's first morning light —
To salute you all in this New Year:
Good health, God's blessings, and much
cheer!

—D. E. Hitchcock
Ensign, USN

U. S. Naval Mobile Construction Battalion Seven

Condition THREE — and the moon's not too
bright,
I hope it stays quiet the rest of the night.
The "Bravo" Marines are snug in their beds,
While Seabee sentries are watching for Reds.
We've just bid farewell to our advance
party;
Fifty-three's welcome was certainly hearty.
The long summer's gone with its sweltering
heat,
We've endured monsoons daily, from our
head to our feet.
We have taken tough jobs and accomplished
them well,
Seven's fame is assured — for quite a long
spell.
Just three weeks to go 'til that long-dream-
ed-of day,
And its joyous reunion a half-world away.
On review of this entry it is certainly clear,
No poet I, but a civil engineer.

—Lewis A. Kurtz
Lieutenant, CEC, USN

USS Holland (AS 32)

The night is dark; the wind is calm;
A misty rain is falling.
'Tis New Year's Eve this very date —
As you can see, I'm stalling.

Charlie is the name of the pier.
Mediterranean is the moor.
If I had had the four to eight,
I could write: Moored as before.

U. S. Naval Weapons Station
At Charleston is the place.
With SSBNs alongside
Polaris sets the pace.

James Madison is outboard
Of Lewis and Clark to port,
While to starboard is Nathanael Green,
Our services to court.

Sam Houston and Alamogordo
Are the other ships now here,
As miscellaneous services
We receive from the pier.

I must mention SOPA
Who is ComSubFlot Six;
For at the end of this entry,
My name I must affix.

And now as I do reach the end
My heart is filled with cheer.
From all aboard the Holland,
A very happy New Year!

—R. B. MacGregor, Chief Interior
Communications Electrician, USN

(DLG 26)

being published now because it adds a lot
to the Season's cheer.

He said, "Hi, Belknap sailors,
I bring you good cheer!

"I have heard of the job
That you all have done,
And I have here a present
For each and everyone.

"To the snipes, who, when
fueling,
Right now must hide,
Haze-gray-colored oil,
For splashing the side.

"Chiefs Gaskins and Setnik,
And all of your crew,
A dry sonar dome,

Is my present to you.

"I have heard of the work,
That you gun types have done,
So I have here, for you,
A new mount fifty-one.

"The RM's are busy,
Changing equipment around;
So for you a new squawkbox,
Without any sound.

"To each boatswain's mate,
A pipe of your own,
With a set of instructions
On how they are blown.

"And to the chiefs' quarters
Some things you can use:
Twenty-six bunnies —
But not any booze!

"As for you, Chief Davis,
Wrapped up in this wreath
Is a brand-new meat grinder,
With nine thousand teeth.

"XO, I have here,
A pennant I fear;
One side says 'Boston,'
The other 'Wait 'til next year.'

"Captain Aldrich, there's little
That I can give you;
You've already the best ship,

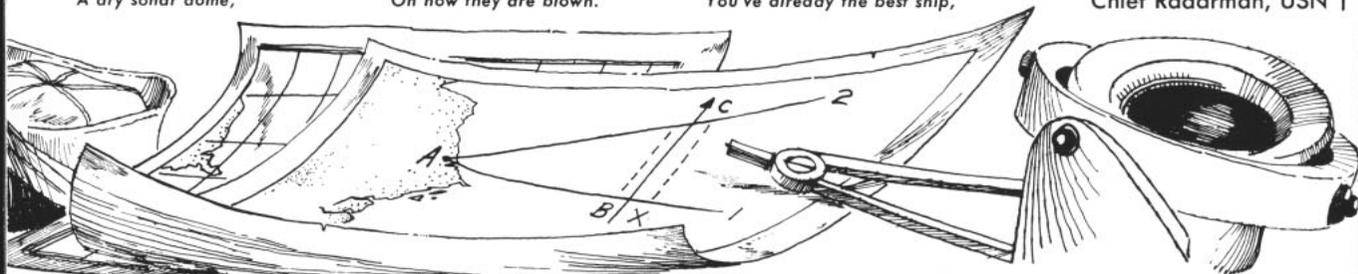
And by far the best crew.

"And the rest of you fellows,
On this far, distant shore,
My hopes that you'll soon
Be back home from this war."

And so saying he leaped,
To the top of the mack;
As his sleigh started rising,
He turned and looked back,

Said, "Goodnight, Belknap sailors"
And with a wave of his hand;
"I salute you and your ship,
You're the best in the land."

—Robert F. Brenner
Chief Radarman, USN



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ON PATROL—Navy helicopters whirl along during Operation Game Warden patrol over the Mekong Delta in South Vietnam.—Photo by Dan Dodd, PH1.

Bess Was No Lady

Typhoon Bess had a stranglehold on YFU 54. In the huge winds and heavy seas, the small harbor craft had lost her anchor, her rudder, and all but one engine and generator. She was taking on water, as she made repeated futile attempts to make it back into Da Nang harbor. What she needed was the help of a towing and salvage vessel. None was available.

Just about the time things were looking bleakest for Boatswain's Mate 1st Class R. Erwin and his 14-man crew, a lookout aboard the tank landing ship *uss Coconino County* (LST 603) spotted the small vessel's breakdown lights.

Lieutenant Steven L. Turner, commanding officer of the LST, knew he could do nothing to help while the seas were still typhoon-size. He did the next best thing. He kept the floundering craft in sight, and waited.

The next morning, word came from Da Nang Control to take the harbor craft in tow. *Coconino County* passed over a tow wire. No good. YFU 54 could not make it fast, because the craft had no winch. Finally, a six-inch nylon line was successfully rigged. By this time both ships

had drifted over 120 miles northeast of Da Nang. The long tow back to the safety of Da Nang harbor was to be frustratingly slow.

At times progress was nil. The LST kept tugging. Finally, the seas calmed a bit, and YFU 54 was towed into the harbor. The ordeal had lasted four days. *Coconino County* had broken Bess's grip.

Floating Workshop to Vietnam

The U. S. Navy recently transferred ownership of YR 24 to the Republic of Vietnam. The 150-foot vessel will be used to repair Vietnamese gunboats.

The ship's five workshops are equipped to repair or fabricate equipment ranging from a diesel driveshaft to the gyro-compass used aboard Vietnamese Navy patrol boats.

South Vietnam's recent acquisition will be manned by an RVN crew of two officers and 135 enlisted men. It represents a major step toward self-sufficiency for the Vietnamese Navy which, in recent months, has also taken command of six landing craft mechanized minesweepers, eight high-speed river patrol boats and four *Swift* boats.

Sea Dragon Ends

Ships of the Pacific Fleet Cruiser-Destroyer Force recently ended two years of surface action off the coast of North Vietnam.

Operation Sea Dragon, which began in October 1966, has ended. Its object was to destroy the North Vietnamese waterborne logistics craft carrying arms and materials from the north to enemy troops in South Vietnam. In February 1967 the scope of Sea Dragon widened to include naval bombardment of artillery targets ashore in North Vietnam.

Before the advent of Sea Dragon, enemy small craft roamed the coast with impunity. During the first two months of coastal interdiction operations, 1378 small craft were sighted. Of these, 337 were destroyed and 327 damaged. As the tempo of Sea Dragon operations increased, the number of sightings dwindled and the flow of men and supplies to the south by sea was substantially reduced.

During these operations, Sea Dragon ships destroyed over 40 coastal gunsites and many more were bombed without the benefit of gun damage assessment.

Other inland targets fired on by destroyers and cruisers included bridges, trucks, ferries, piers, roads, wharfs, troop concentrations and various military structures.

Henderson's Back Again

The destroyer *uss Henderson* (DD 785) has completed her 16th deployment with the Seventh Fleet.

Henderson spent most of her latest six-month stint at sea, including one 45-day period on search and rescue duty during which she was never off station for more than a four-hour stretch.

One of *Henderson's* primary duties during the cruise was gunfire support for troops ashore. Her gunfire caused considerable distress to the enemy, including damage to 72 structures, three bunkers, a cave, and hundreds of yards of trenches. Nearly every night, the versatile destroyer's harassment and interdiction fire

restricted the movement of Viet Cong troops and supplies.

Along with these active duties, *Henderson* also played the waiting game of search and rescue station. There she monitored carrier strikes against North Vietnam, watched for enemy threats, refueled helicopters in flight, and waited for the call from any pilot in distress. She assisted in the rescue of five downed airmen.

The time in between gunfire and rescue duties included periods of antisubmarine screening and life-guard destroyer duties for the aircraft carriers on Yankee Station and in the Sea of Japan. At one point, *Henderson's* 1944 vintage engineering plant had to be coaxed to keep up with the fast-paced *uss Enterprise* (CVAN 65).

Holy Loch's Cranes

The U. S. Navy's *Polaris* base at Holy Loch had a problem. Two of its floating drydock cranes were so tired from age and heavy use that they had to be repaired or replaced. Either way it would cost a bundle.

A search for a third alternative provided clues to some unused World War II cranes which had been taken apart at war's end, stored somewhere and forgotten.

Detective work located the missing cranes in a Port Hueneme warehouse and Holy Loch came within a trace of new lifting power, but there was a hangup—the plans for assembling the equipment couldn't be found.

Hueneme's Seabees had a multiton steel jigsaw puzzle which had to be put together, made to operate, then torn down for shipment to Holy Loch.

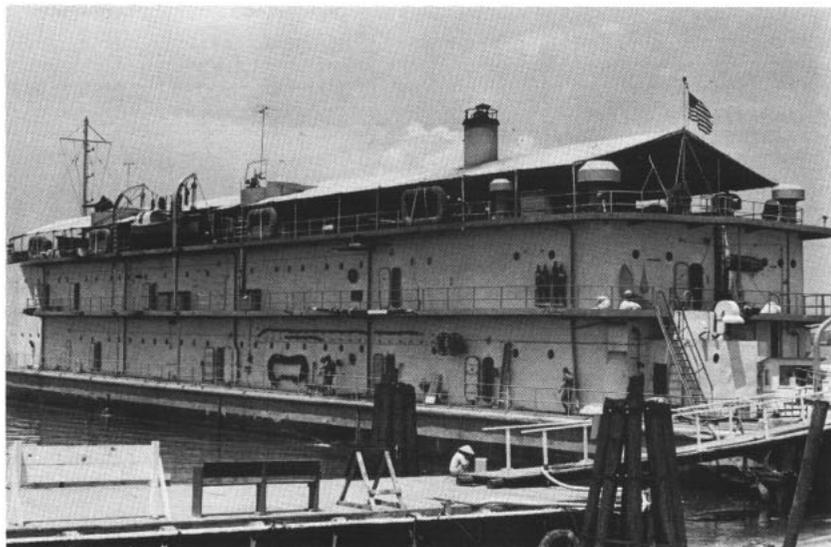
The Seabees did the job at Huene-me but the problems encountered there were dwarfed by those which surfaced like the Loch Ness monster in Scotland.

A floating drydock which was to receive the equipment, had walls which rose 40 feet above the water—too high for any of Holy Loch's floating lift power.

The problem was solved by submerging the drydock while the work was in progress.

While assembling the crane, the installation crew kept watch for condensation which could damage the living quarters and shops within the drydock's walls. After 11 days, however, the dock was returned to the surface still dry.

There were other difficulties, too,



TOUR OVER—Floating barracks ship, APL 5, is going to Naval Repair Facility, Yokosuka, Japan. APL 5 was last barracks ship in I Corps area of Vietnam.

and plenty of them. But all were overcome and Holy Loch's floating drydocks again have serviceable cranes—at a substantial saving to the Navy.

Apple 5 Says Farewell

She was novel at first, looking something like a Mississippi river boat without a paddle wheel. But gradually her less than streamlined figure blended with the Vietnamese background and before long only newcomers gave her the once-over, briefly.

Nevertheless, *uss APL 5*—she has no other name—proved extremely valuable in Da Nang.

As a barracks ship, she provided messing and air-conditioned berthing for almost 650 Navymen, many of whom are assigned to Coastal Division 12, a *Swift* boat outfit. Her regular crew consisted of 65 enlisted men and six officers.

Other than food and lodging, *APL 5* provided the men with laundry service, a ship's store, both medical and dental facilities, and various recreational activities. All this has now been shifted to new construction on the grounds of the Naval Support Activity, largest overseas U. S. naval shore command.

Meanwhile, the barracks ship, last of her type to serve in the I Corps (the five northern provinces of South Vietnam), has moved to the Naval Repair Facility at Yokosuka, Japan, where she will undoubtedly reflect a rather novel image—for a while, anyway. —Rich Lizotte, JO3, USN.

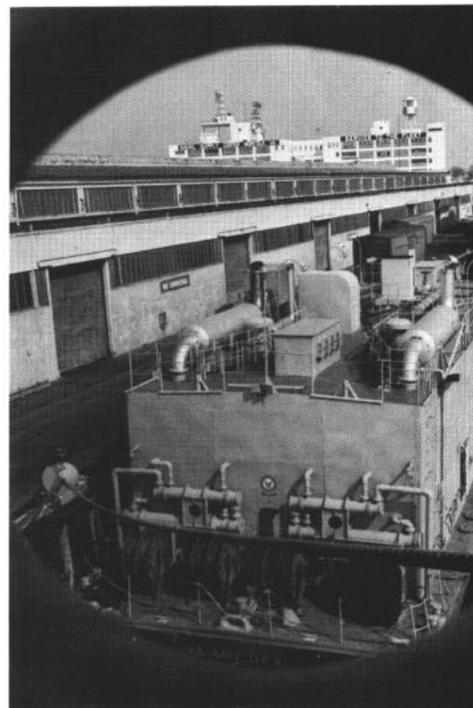
This MUSE Is Enlightening

When a ship shuts down her engineering plants, she becomes "cold iron." To continue functioning, electrical power and steam usually stem from ashore.

But not always.

In Norfolk, for instance, three Atlantic Fleet Service Force cold iron ships were kept "warm" recently by

A REAL CHARGER—MUSE barge supplies electrical power and steam to cold iron ships in port at Norfolk.



a floating power source, a self-contained Mobile Utilities Support Equipment (MUSE) barge. Called the YFP 11, the barge's boiler, large enough to develop steam up to 60,000 pounds per hour, and its generators, designed to produce up to 2400 kilowatts of AC electrical power and 600 kilowatts of DC power, kept alive simultaneously the Fleet oilers *uss Chukawan* (AO 100) and *Neosho* (AO 143), and the ammunition ship *Shasta* (AE 6).

Depending on their size and need, ships in port usually require no more than 4000 pounds per hour of steam per line; cruisers may have up to four shore lines. Their electrical need also varies with size and requirement. However, the capability of the MUSE barge permits several ships—some as large as aircraft carriers—to be serviced at one time.

Modification of the barge for cold iron ships began early in 1967 when the Atlantic Division of the Naval

Facilities Engineering Command took charge and towed the non-self-propelled, covered lighter YFN 1207 from Orange, Tex., to Key West for conversion. The barge then was transferred to Norfolk.

Four Go Out of Service

Four Atlantic Fleet Amphibious ships have been decommissioned. They are the two attack transports *Telfair* (APA 210) and *Monrovia* (APA 31), the attack cargo ship *uss Oglethorpe* (AKA 100), and the high speed transport *uss Kirwin* (APD 90).

The 491-foot *Monrovia*, originally built as a commercial steamship, is the oldest of the two APAs being inactivated. She was commissioned in Baltimore on 1 Dec 1942.

Monrovia began her career in the Atlantic, and received her first battle scars during the Sicilian landing in 1943. After returning to the States,

she was transferred to the Pacific for the remainder of the war.

She was decommissioned in January 1947, then recommissioned in 1950 after the outbreak of the Korean conflict. The ship joined the Atlantic Amphibious Force in December 1950 and that year made the first of her many Mediterranean cruises.

Telfair was first commissioned in San Francisco on 13 Oct 1944.

From March to April 1945, she played an active part in the invasion of Okinawa. She crossed the Pacific four times before she landed units of the occupation forces at Kure, Japan, in October 1945. She was decommissioned in January 1947 after completing "Magic Carpet" duty, returning troops to the United States.

The Korean conflict brought *Telfair* back to active duty in September 1950. She deployed to the Far East six times over the next eight years, taking part in exercises with



MIDSHIPMEN CRUISE—Above left: Prairie View A&M College midshipmen watch LSO bring aircraft aboard *USS Lexington* during NROTC cruise. Above right: Airman Howard Hohnson discusses flight deck equipment with midships. Below left: Airman Daniel Highfill explains flight deck operations to midshipmen Charles White, center, and Robert Williams, right. Below right: *USS Lexington* (CVT 16) cruises in the Gulf of Mexico during a lull in flight operations schedule.



—Photos by R. Milton, Photographer's Mate 1st Class, USN.

About-Face UnRep

While taking supplies from the general stores ship *uss Pollux* (AKS 4), the hospital ship *Repose* (AH 16) received word that a helicopter carrying wounded was arriving from Dong Ha, near the DMZ.

Ordinarily, this would pose no problem. Casualties are brought to the ship's small flight deck under almost any situation.

In this instance, however, not only did the helicopter have an emergency patient on board, it was experiencing a mechanical emergency of its own, and the pilot was unsure of making the ship safely. He asked that she rendezvous.

Rather than break away the unrep, both skippers decided to remain rigged. They reversed course, 180 degrees, and together headed toward the crippled 'copter which landed on board with its last gasp of power.

The maneuver went off without a hitch. But it required the utmost of precise timing and coordination, since a normal replenishment course varies only a degree or two.

—Richard N. Edwards, JO2, USN.

Seventh Fleet and SEATO units.

Telfair was called to service again in November 1961 after a three-year retirement. She was recommissioned for the third time in San Francisco and shortly thereafter sailed for her new home port of Norfolk for duty in the Atlantic.

Oglethorpe was launched in April 1945 and commissioned that June at the Navy Yard in Brooklyn. She has participated as a unit of the amphibious forces of both the Atlantic and Pacific fleets.

Originally commissioned 4 Nov 1945, at the Philadelphia Navy Yard, *Kirwin* had one of the briefest postwar histories of any Navy ship. It consisted of a two-day shakedown cruise, about 45 hours underway, four commanding officers, a rapid turnover of crewmembers, and two yard availabilities. She was decommissioned in April 1946.

After being in mothballs for nearly 20 years, *Kirwin* was brought back into service on 15 Jan 1965, when the crew of *us Earl B. Hall*, then

APD 107, became *Kirwin's* crew in a combined decommissioning-recommissioning ceremony.

Bandleader Piped Ashore

After being immersed in Navy music for 32 years, Lieutenant Commander Anthony A. Mitchell, USN, Leader of the U. S. Navy Band, has retired.

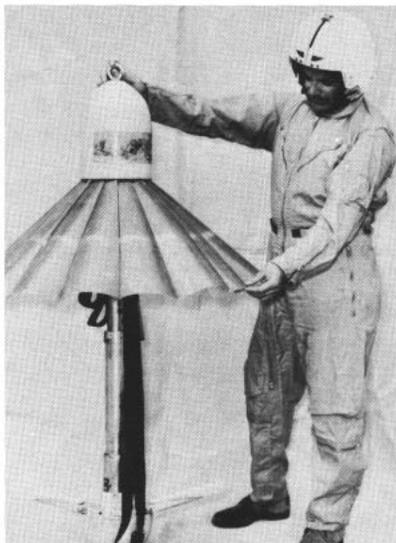
Commander Mitchell has been the Navy Band Leader since 1 Mar 1962, only the third musician to attain the position in the band's colorful history.

He was born and raised in Clearfield, Pa., and it was evident early that he would become a musician. His father, an instrumentalist himself, insisted that his nine children be brought up to appreciate good music. Anthony, at the age of five, decided on the saxophone as his chosen instrument. In the next few years, however, he became accomplished on percussion, string and reed instruments.

He joined the Navy 18 Nov 1936, and started his new musical career at the Navy's School of Music in Washington, D. C., where he graduated with top honors.

Since becoming a member of the Navy's "official musical representatives" in April 1938, he has demonstrated extraordinary ability as a soloist, conductor, composer and administrator.

POPPINS UMBRELLA—The new jungle-penetrator rescue system includes a pop-out umbrella to protect rider from heavy jungle foliage while being lifted by a helo.



BANDMASTER RETIRES — Lieutenant Commander Anthony A. Mitchell recently retired from the Navy after 32 years in the field of music. He has been Navy Band director since March of 1962.

For many years, he served as leader of the popular dance band, and at the same time was solo clarinetist with the concert band and orchestra. He also found time to earn his Bachelor of Music degree from Catholic University.

He was appointed Third Leader, with the rank of Warrant Officer in July 1956, and was made Lieutenant when he became the band's Assistant Leader in September 1960. While holding that position, he was honored by the District of Columbia for composing the official march of Washington—"Our Nation's Capital"—which he introduced at a Navy Band concert in 1961. He was promoted to lieutenant commander 12 Mar 1964.

As a member of the American Society of Composers and Publishers, he has published several compositions, including the official marches for the District of Columbia, the National Capital Parks, and the John F. Kennedy Center for the Performing Arts.

Lieutenant Commander Mitchell was recently awarded the Degree of Doctor of Music, Honoris Causa, from Saint Francis College in Loretto, Pa.



USS Cogswell (DD 651) is shown underway in 1945, above, and encountering heavy seas while pulling alongside USS Ticonderoga, below.



Crewmembers man the rail in photo below, which shows how the much-traveled destroyer looks today.



Underway as Before

"Underway in company with *uss Young* en route San Diego, Calif., to Pearl Harbor, territory of Hawaii, in accordance with ComEleven Serial 0-4983 of December 1943. Officer in tactical command Commander Destroyer Division 100 in *Cogswell*."

Thus began the first combat deployment for *uss Cogswell* (DD 651) to the Western Pacific. Now 25 years and 12 deployments later, still underway and still in combat, *Cogswell* celebrates the silver anniversary of her commissioning in those same waters as a unit of Task Force 77.

Named in honor of Rear Admiral James K. Cogswell and his son, Captain Francis Cogswell, *Cogswell* was built in less than seven months at Bath, Maine. The keel of the 2050-ton destroyer was laid on 1 Feb 1943; she was launched on 5 June; and commissioned on 17 August in Boston, Mass.

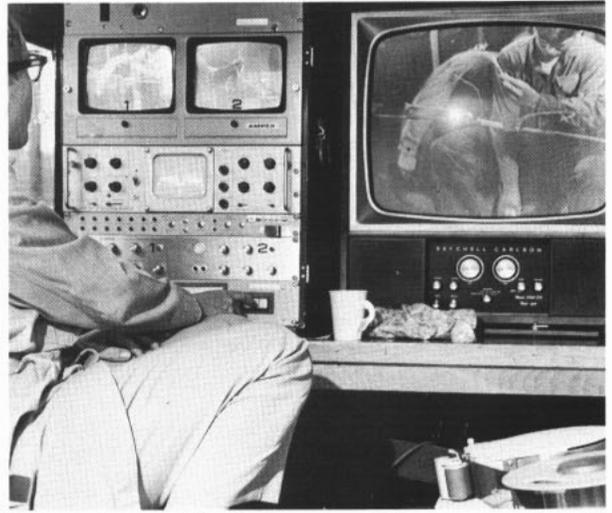
Built to last through six months of combat or, at best, until the end of the war, *Cogswell* and other ships of her class have long outlived these early expectations. Twenty-five years of keel-straining work have left her somewhat worn, but far from outpaced by even the newest guided missile frigate of the destroyer force.

In 1944 she protected and screened WW II carriers *Bunker Hill*, *Hornet*, *Ticonderoga* and *Enterprise*; today she escorts the carriers of the Fleet such as *Constellation*, *Forrestal*, *Kitty Hawk* and *Ranger*. In 1944 *Cogswell's* guns were used against the Marianas and the Marshall Islands. Today they are trained in support of the Republic of Vietnam.

Cogswell's record is marked by participation in virtually every major Pacific campaign and crisis during her years of service.

In January 1944 *Cogswell* joined in the Marshall Islands campaign; and in February and April the assault on Truk. That year also saw *Cogswell* at the Marianas Turkey Shoot where she shot down two and damaged two enemy aircraft. After Saipan, Tinian and Guam, *Cogswell* fought a surface action off Iwo Jima in August 1944, where she assisted in the sinking of the Japanese cruiser *Pama* and escort *Hatsutsuki*. In October *Cogswell* was present at Leyte Gulf and with DesRon 50 she aided in the mop-up operations against the Japanese northern force.

As part of the U.S. Third Fleet



TELETEACHING—Individual instruction is video-taped for future classes. RT: Audio and video are monitored.

Cogswell found herself in the midst of the 1944 typhoon which saw the loss of three destroyers and severe damage to more than 28 other ships. *Cogswell* rode out this storm, without the loss of a man and later recovered personnel from *uss Hull* (DD 350) which had capsized some 46 hours earlier.

In 1945 Okinawa was the scene of tragedy for many destroyers, but *Cogswell's* tour of radar picket duty left her unscathed. Soon after the Okinawa campaign, she participated in raids on the Japanese home islands. On 27 Aug 1945, *Cogswell* steamed into Tokyo Bay as a part of the first occupying forces and remained in Japan as part of this force until January of 1946, long after most of her sister ships had returned from the war.

With World War II behind her, *Cogswell* was placed in the reserve fleet early in 1947.

In June 1951, however, the Korean conflict resulted in *Cogswell's* return to commissioned service. In 1953 she sailed from the East coast to the Western Pacific, operating for four months in support of UN forces in Korea before returning to her new home port of San Diego as a unit of Destroyer Squadron Twenty-One.

The following year saw *Cogswell* participating in the evacuation of Nationalist Chinese forces from the Tachen Islands off the China mainland followed by frequent assignments on Formosa patrol in the ensuing years.

The year 1958 found *Cogswell* at Johnson Island for the nuclear test series. There followed patrol duties during the Quemoy-Matsu crisis off the mainland of China and in 1960-

61 *Cogswell* participated in operations in the South China Sea during the Laotian crisis in Southeast Asia.

Upon returning to the West Coast in 1962 she sailed for the Panama Canal zone as escort for an amphibious task force when the Cuban crisis arose in October. *Cogswell* is now on her fourth deployment in Vietnam. Since 1965 the ship has operated on Market Time, Sea Dragon, Yankee Station and other missions in support of Vietnam operations.

Today, her duties as an escort, gunfire support ship, patrol ship, antisubmarine warfare ship, rescue destroyer or any of the multitudinous tasks are taken in stride.

Sandcaster Makes the Scene

The Navy is maintaining access to LST ports in Vietnam with a new kind of dredge. The first to make the scene is *Sandcaster*, a 104-foot-long vessel with a 30-foot beam and a

draft which permits operation in very shallow water.

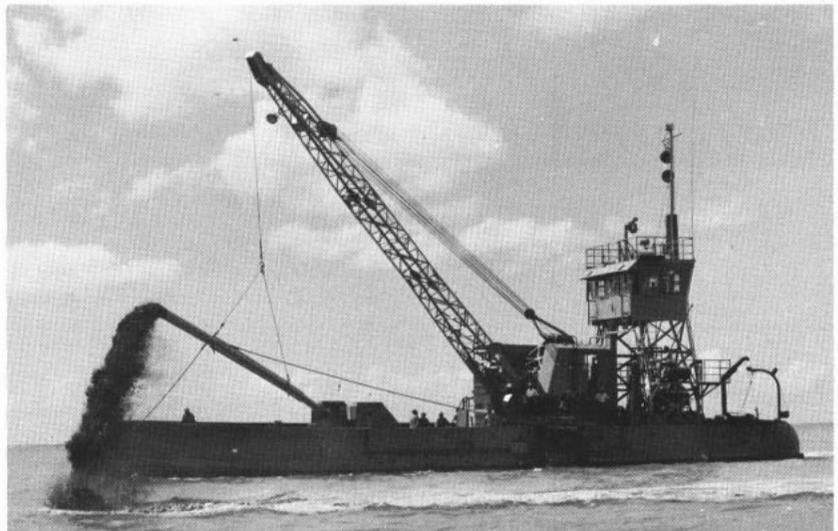
The dredge employs a relatively new technique called sidcasting—drawing material from the bottom through drag arms on either side of the vessel. The material then passes through a centrifugal pump to be discharged through a rotating boom and dispersed by natural currents.

Sandcaster's bridge and sleeping quarters are air-conditioned and the living accommodations will take care of 11 men.

The vessel is propelled by a 350-hp diesel engine and the pumping system consists of a 12-inch centrifugal dredge pump driven by another 350-hp diesel coupled to the dredge pump by chain drive. Two 50-KW generators provide other necessary power.

Sandcaster was built by the Pearl Harbor Shipyard on a yard seaplane derrick hull. It is capable of dredging to depths up to 20 feet.

DIG THIS—Navy's new dredge, called *Sandcaster*, is maintaining access to LST ports in Vietnam. *Sandcaster* uses a new technique called sidcasting.



The Nautical Mile Race—A Growing Tradition

The tradition-making Eleventh Naval District Annual Nautical Mile run has come off with a flourish, for the second year in a row at Valley Plaza Park, adjoining the North Hollywood Naval Reserve Training Center. Sponsored by Division 11-35 (L) the race drew participants from numerous Naval Reserve centers in California.

The 6076-foot, cross-country course was laid out around the rolling park, which was described as challenging by some participants and grueling by others. The actual distance covered was greater than the standard mile's 5280 feet by 265 yards and 1 foot.

The runners were divided into two classes, those under 40 and those over. Gleaming trophies were presented to the first five finishers in each class.

In the under-40 class, the winner was Seaman Recruit Mike Wagenbach of Reserve Division

NAUTICAL MILERS — Senior class champion of 11th Naval District run was Commander Earl Rippee (left). Open champion (right) Seaman Recruit Mike Wagenbach completed his nautical mile in 5:37. —Photo by Herb Carleton.



11-9 (MTD), North Hollywood. His time was 5 minutes, 37 seconds, somewhat slower than the pace of last year's winner, Quartermaster 3rd Class Jay M. Romais, USNR, who still claims the world record of 4 minutes and 49 seconds. Second place was taken by Seaman Jim Garrecht of the guided missile light cruiser *Oklahoma City* (CLG 5); third place, Seaman Apprentice Richard Frey of 11-9 (MTD), North Hollywood; fourth place, Postal Clerk 3rd Class Richard Steele of 11-20(L), Compton; and fifth place, Ship's Serviceman 2nd Class Michael Ayers of 11-35(L), North Hollywood.

The senior class (over 40) champion was 11-35(L)'s Commander Earl Rippee, who repeated his win of last year. He "whizzed" around the track in 7 minutes, 15 seconds. More or less breezing around the course were: Captain Phillip King of 11-9(M), North Hollywood, second place; Lieutenant Commander Marvin Wallingford of 11-12(CB), North Hollywood, third place; Chief Personnelman Jose Rodriguez of 11-37, Pasadena, fourth place; and Chief Machinery Repairman John Kolstad of 11-26(L), who journeyed all the way down from Bakersfield to capture fifth place.

Representing Rear Admiral M. E. Dornin, Commandant Eleventh Naval District, Rear Admiral Charles M. Paxton, USNR, assisted in presenting the trophies to the class winners. The admiral had ample help in the lovely forms of Michelle Hamilton and Lara Mishoff.

Of the 34 men who started the race, all 34 finished. The yearly fun was originated last year by 11-35(L)'s commanding officer CDR Earl F. Rippee, for the purpose of expanding interest in physical fitness and Reserve program.

Special awards were presented to two special participants. They were Commander John Perrodin, whose age of 39 meant that he had to compete with all the young fellows; and Chief Electrician's Mate Donald Stevens, who at 53 was the oldest man to complete the race.

Next year there are plans to repeat the race and the goal is nationwide participation.



Commander Hazel P. McCree, USN
Navy Nurse

Named as Commander

Navy Nurse Hazel P. McCree has been selected for promotion to commander, the first Negro woman ever to be named to that rank in the Nurse Corps. LCDR McCree is a graduate of New York's Harlem Hospital School of Nursing and Columbia University Teacher's College, where she earned a bachelor's and master's degree in student personnel administration.

Commander-designate McCree entered the Navy in 1956, serving thereafter at four military hospitals before reporting to her present assignment at Balboa Naval Hospital in San Diego, Calif. Her sister, Dorothy, is also a Navy nurse, with the rank of lieutenant commander. The McCree sisters are from Cambridge, Mass.

New Reserve Training Ships

Reserve training resources have been improved with the transfer of six destroyers, five destroyer escorts and nine minesweepers from the active Fleet to the Naval Reserve Training Command.

Older and smaller types previously used by the Reservists for anti-submarine and mine warfare training will be phased out of service.

• The ships joining the Reserve training program, and their new homeports, are:

East Coast — USS *Harlan R. Dickson* (DD 708), Boston; *Conway* (DD 507), *Cony* (DD 508) and *Eaton* (DD 510), Philadelphia; *Betty*

(DD 756), Tampa, Fla.; *Mills* (DER 383), Baltimore; and *Gyatt* (DD 712), Washington, D. C.

Also, *Bluebird* (MSC 121), Fort Lauderdale, Fla.; *Frigate Bird* (MSC 191), Portsmouth, N. H.; *Hummingbird* (MSC 192), South Portland, Maine; *Jacana* (MSC 193), Fall River, Mass.; *Kingbird* (MSC 194), Pensacola, Fla.; *Limpkin* (MSC 195) and *Meadowlark* (MSC 196), Perth Amboy, N. J.; *Parrot* (MSC 197), Atlantic City, N. J.; and *Shrike* (MSC 201), Wilmington, N. C.

West Coast—*Bauer* (DE 1025), San Diego; *Hooper* (DE 1026), Long Beach; *Evans* (DE 1023) and *Bridget* (DE 1024), Seattle.

Over-all, the number of DDs and DEs assigned to the Reservists remains at 35. One yet-to-be-named DD will join the East Coast reserve training program later.

• Ships scheduled for deactivation are:

Barton (DD 722) and *Snowden* (DE 246), Philadelphia; *Darby* (DE 218), St. Petersburg; *Roberts* (DE 749), Baltimore; *Loeser* (DE 680), Washington, D. C.; *Tills* (DE 748), Portland, Me.; *Albert T. Harris* (DE 447), Whitestone, N. Y.; and *Crow* (DE 252), Galveston, Tex.

Also *Walton* (DE 361) and *Alvin C. Cockrell* (DE 366), San Francisco; *McGinty* (DE 365), Portland; and *Charles E. Brannon* (DE 446), Seattle.

• In NRTC homeport changes, *Whitehurst* (DE 634) moved from Seattle to Portland, *Tweedy* (DE 532) from Pensacola to St. Petersburg, and *J. Douglas Blackwood* (DE 219) from Philadelphia to Whitestone, N. Y.

• The MSC moves increased from 12 to 14 the number of ships in the Reserve Mine Warfare training program. Those deactivated, and their old home ports, are:

Reedbird (MSCO 51), Portsmouth; *Siskin* (MSCO 58), South Portland; *Turkey* (MSCO 56), Fall River; *Fulmar* (MSCO 47) and *Lorikeet* (MSCO 49), Perth Amboy; *Linnet* (MSCO 24), Atlantic City; and *Plover* (MSCO 33), Wilmington.

• Unaffected on the West Coast were *Cormorant* (MSC 122), San Pedro; *Thrasher* (MSC 203), Treasure Island; and *Ruff* (MSCO 54), Everett, Wash.

FROM THE SIDELINES

BOB HUSCHER, Aviation Machinist's Mate 2nd Class, has equipped his sled with wheels for practice year-round in preparation for those big winter snowfalls.

He practices sledding on Naval Air Station Twin Cities prairie land, but his dreams take him to the snowy highlands of Alpe d'huez, France, where he and fellow Navyman Lieutenant Paul Lamey streaked to sixth place in the 1968 Winter Olympic bobsled competition.

Practice throughout the year is necessary in bobsled competition where speeds of 90 miles per hour are attained and frac-



tions of a second may mean the difference between victory and defeat. So Petty Officer Huscher performs his brakeman's duties of starting the sled with a push and jumping on for the ride around the Station's baseball field while waiting for the wheels to come off his sled.

Huscher explains the brakeman's job on a two-man sled simply as, "Getting the sled off the top of the mountain as fast as possible, and climbing aboard without upsetting the sled."

In addition, the brakeman prevents accidents by shifting his weight and finally brings the speeding sled to a halt at the end of the ride which averages about 70 miles per hour.

The Navy's Olympic bobsledders began training as a

two-man team in 1962 while on recruiting duty in New York, near Lake Placid (which contains the only bobsled run in the U. S.).

Although Huscher is a licensed bobsled driver, he prefers the position of brakeman, and after years of practice the team of Huscher and Lamey runs smoothly. Smoothly enough to participate in the 1968 Olympics, take fourth place in the 1968 European Championships, third place in the North American bobsled competition and second place medals in the AAU's two-man division and the International Gold Cup race.

The next stop for the Navy's sledding twosome is the World Bobsled Championship which will be held next month at Lake Placid.

★ ★ ★

It's hard enough to win an All-Navy championship, but when after winning you still don't get first place honors, it's enough to shatter even the most poised athlete's nerve endings.

Yeoman 2nd Class Pat Bracale took the 1968 All-Navy Women's Singles Tennis title at Newport, in fact, but lost the same title in the November ALL HANDS, in print. Due to a typographical error, Pat wound up second best in the All-Navy and Interservice tennis report. The score was correct, 3-6, 6-3, 6-2, but Yeoman Bracale won the match in three sets, not Lieutenant Lena Hartshorn who was runner-up.

Lieutenant Hartshorn will have to settle for her silver All-Navy award for second place, because this year's first place plaque went to deserving tennis buff Pat Bracale. Our apologies, Pat, for headache number nineteen hundred sixty-eight.

—Larry R. Henry
Journalist 2nd Class, USN

LETTERS TO THE EDITOR

Aircraft Units Aren't Commissioned

SIR: My old air squadron was ordered "disestablished." I do not question the Navy's decision to do away with the squadron, but I do wonder why it was "disestablished" rather than "decommissioned."

Isn't an air squadron a commissioned unit?—C. I. S., CDR, USN.

• *No. Aircraft squadrons are established and disestablished, not commissioned and decommissioned.*

To avoid a semantic hangup, let's limit discussion of "commission" to generally accepted nautical and military usage.

A ship is commissioned when it is placed into service and decommissioned when it is taken out.

An aircraft, air squadron, service craft, or other unit not considered a "ship" by naval definition, is established/disestablished, activated/deactivated, or placed in service/out of service, as appropriate.

As you know, a commission also is the certificate issued by the President which confers military rank and authority to an officer.—Ed.

More Gundeck

SIR: I think I can add to the discussion of "gundeck" (ALL HANDS, September 1968).

It is my understanding that the term, as used to mean alter or falsify a report, originated on board Old Navy frigates which had their main batteries

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.

on a gundeck below the top deck.

The navigator could not obtain a fix from the gundeck (he could not see the stars from his position below decks), and reports he might make from the gundeck were therefore false.—J. B. Myers, LT, USN.

• *We find it difficult to believe that a navigator, Old Navy or otherwise, would falsify a position report. But if, for the sake of discussion, we assume that one did, we then must wonder why he was navigating from the gundeck. Unfortunately, you don't say.*

It's still interesting to note (as we did last September) that James' Naval History of Great Britain specified the deck below the upper deck as the one called gundeck by the British Admiralty. There were no guns on the gundeck, which meant in effect it was a false deck (and a plausible basis for the term "gundeck" to mean falsify).

We appreciate your explanation (hypothesis?) of the term's origin, but we're still holding out for a fully documented version.—Ed.

Gold Service Stripes

SIR: I understand that 12 years of service in the Navy and eligibility for the Good Conduct Medal make a man eligible to wear gold service stripes.

I will soon have these qualifications but other circumstances are involved. I have been discharged twice from the Navy but each time I reenlisted within about 80 days of the date of my discharge.

Because of these breaks in service, the record in my personnel folder aboard ship is not complete. Will this affect my eligibility to wear gold?—R. D. K., ET1, USN.

• *Your incomplete shipboard personnel record shouldn't prevent you from wearing gold service stripes provided you are otherwise qualified. As you know, you must have served on continuous active duty in the Regular Navy or Naval Reserve for a period of 12 years, and must have fulfilled the requirements necessary for successive awards of the Good Conduct Medal during this period.*

"Continuous active duty" means you must have reenlisted within a period of three months after you were discharged. If, as you say, you reenlisted within 80 days of the date of your discharge in each instance, these gaps in your service would have no bearing on eligibility.

Should a question arise concerning your qualifications, it can be resolved by the Chief of Naval Personnel. Otherwise, you need not receive permission from anyone to wear gold stripes. You just put them on.

Again, as you know, when you are entitled to wear gold service stripes, you maintain that right throughout your enlisted service unless you fail to qualify for the Good Conduct Medal or are convicted by court-martial and the conviction becomes final.—Ed.

Connie Claims Money Order Record

SIR: We on board *USS Constellation* (CVA 64) lay claim to the following record:

While on her fourth combat deployment to WestPac, *Constellation's* post office sold 2253 money orders, totaling \$161,391.59. These sales were made in 14 hours on a single day. Can any NPO top this?—R. W. M., LT, USN.

• *We have many record claims on file but nothing on the total number of dollar value of money orders sold in one 14-hour period.*

So, until some other postal clerk tops your sales figures, guess you're joyfully left holding the bag. Incidentally, that's

OUT TO SEA—Aircraft carrier *USS Coral Sea* (CVA 43) slips past other ships at Pearl Harbor as she heads out for another tour with Seventh Fleet.



a big boost in favor of the program to keep too many dollars from going overseas. If our figures are right, each of the 2253 money orders sold averaged about \$71.63.—ED.

Wharton's Guns Raise Hassle

SIR: No one believes me when I try to tell them that USS Wharton (AP 7) was the only Navy transport equipped with four 6-inch guns as her main battery at the beginning of World War II.

Personally, I know she was. Can you authenticate my claim?—H. L. J. EN1, USN.

● Sorry, but we're not in a position to state whether or not Wharton was the only Navy transport to be equipped with 6-inch guns at the beginning of WW II.

However, the official ship's history of Wharton states that at the time of commissioning on 7 Dec 1940 Wharton's main battery did consist of four 6-inch guns.

On 7 Dec 1941, she was in Mare Island undergoing repairs. At that time, three of the 6-inchers were removed and four 3-inch/50 guns were added in their place.

Later, in September 1944, the last 6-inch gun was removed to be replaced by a 5-inch/38.

Wharton's 6-inch guns were not the only items of interest in her career. She had begun life in 1921 as Southern Cross then, in 1940, had been converted to a naval transport and had been commissioned as Wharton in honor of Colonel Franklin Wharton who served as the second commandant of the U. S. Marine Corps.

During her war tours, which began on 6 Jan 1942, Wharton earned three battle stars for Pacific operations at Kwajalein, Eniwetok, Guam and Okinawa, serving as troop transport and emergency hospital ship.

At Guam, two of the ship's lifeboats suspended from davits, were used to bring casualties aboard. These boats were lowered to the water where the litters were transferred from landing craft. The lifeboats were then raised to the rail of the promenade deck, where the litters were transferred to emergency dressing stations set up in the passenger officers' wardroom.

During the campaign a total of 723 patients were logged into sickbay, most of them coming aboard via the improvised elevator. For eight days, Wharton followed a schedule which called for a night retirement plan, during which she would steam on various courses away from the island until midnight, then return to the transport area to take on casualties.

After the war, she transported replacement troops to Pacific outposts until she was scrapped in March 1947.

We're not able to say anything def-

inite about the armament of other Navy cargo ships at the beginning of WW II. However, our good friends at the Ship's History Division tell us, strictly unofficially mind you, that to the best of their knowledge Wharton was indeed, as of 1 Apr. 1943, the only AP in the Navy to have 6-inch guns.—ED.

About That Reserve Commission

SIR: I recently resigned my commission in the Regular Navy but would like to join the Ready Reserve after my separation. I would, therefore, appreciate any information which will aid my transition from USN to USNR.

—J. A. F., LT, USN.

● If your Regular Navy service has been less than six years, relax. You will be required to accept a Naval Reserve commission when your Regular Navy appointment ends.

If, on the other hand, you resign after having served six years or more in the Regular Navy, you may request a Reserve commission.

You will find listed in BuPers Inst 5400.42C of 16 Aug 1968 detailed information concerning personnel allowances for the components and programs of the Naval Reserve. We recommend, however, that you contact your nearest Naval Reserve Training Center for specific information on billets available there.

The Naval Reserve chapter of "Naval Orientation," which should be available in every ship and station library, contains information on the Reserve mission and organization from the Chief of Naval Operations to unit commanders and commanding officers. You may also find interesting the sections on Reserve categories, programs, components and the nature of Reserve training, as well as the section covering the availability of



NINE STRAIGHT—CDR F. C. Collins indicates nine consecutive ASW awards earned by the crewmembers of USS John A. Bole (DD 755).

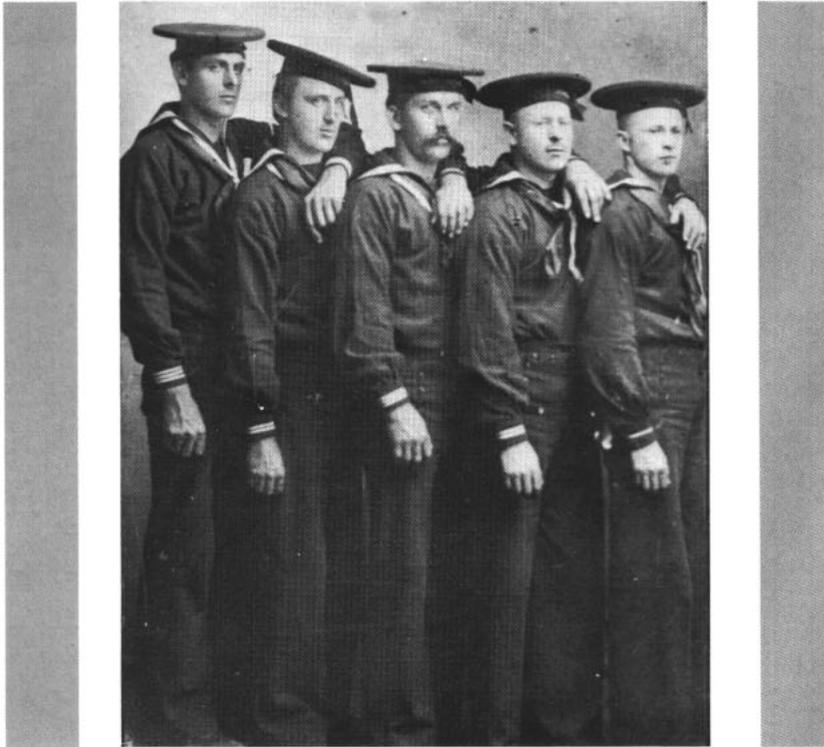
the Reserve in limited emergencies.

If it is still available when you place your order, we also recommend a publication called The Naval Reserve Indoctrination Guide, which contains substantially the same information found in Naval Orientation albeit in greater detail.

Unfortunately, this publication is not always available but, if you want to risk the price of a postal card, write to COMNAVAIRLANT, Code 16, Naval Air Station, Norfolk.—ED.



DD GASSER—USS Carpenter (DD 825) provides gas station service for logistic and rescue copters as part of destroyer's mission while with Seventh Fleet.



GOOD OLD DAYS—Crewmembers of USS Michigan pose for a photograph back in 1900-1901. Two of the men are identified. Does anyone recognize the others?

Grandfather Was a Navyman, Too

SIR: I was particularly interested in an article you published last April about *uss Michigan*, since my late grandfather once served aboard her.

In 1900 or 1901, he, together with four shipmates, had his picture taken—a copy of which I'm forwarding to you. My grandfather, Frederick C. Bolger, is in the middle; on the extreme left is Richard Boss. The other three men are believed to be the Hill brothers.

According to our family history, Grandfather Bolger packed his seabag and left *Michigan* to sail with the Great White Fleet. During this cruise, somewhere in the South China Sea, he fell from a mast, broke his back and later died in the Brooklyn Navy Yard hospital.

That's the extent of what I know about my grandfather's life in the Navy or any information relating to the photograph. Is there any source I can tap to learn more about him and the era in which he lived?—W. P. T., TD1, USN.

• *Your best source is what we refer to as reader feedback. Perhaps some of the old-timers who read ALL HANDS will recognize one of the men in your photograph which we've printed above. If they do, we'll pass along the information to you.*—Ed.

Skyraider, A-Number One

SIR: ALL HANDS seldom goofs, but you may have dropped the ball on this one. I refer to the "Piped Ashore: Out on Twenty" article appearing on page four of the September 1968 issue.

The opening paragraph states "... in mid-February 1968, the last A-1 Skyraider to fly into combat from a Navy ship settled on the flight deck of *uss Coral Sea* (CVA 43)."

Perhaps you are unaware that Tactical Electronic Warfare Squadron 33 (VAQ 33), based at NAS Quonset Point, R. I., provides detachments of A-1s to the Seventh Fleet. These detachments still deploy, still fly A-1s, and still fly in combat. It appears the combat days of the SPAD flying from a U. S.

Navy carrier are not over.—J. E. N., LCDR, USN.

SIR: I would like to dispute your article "Piped Ashore: Out on Twenty" in the September issue.

VAQ 33 has a three-plane detachment aboard *uss Intrepid* (CVA 11), consisting of combat-configured EA-1Fs. Agreed, the aircraft do not fly over land in Vietnam, but they do fly ECM (Electronic Countermeasures) cover for the strikes to the mainland.

Can we set the record straight and clear up this misconception that SPADS are no more?—T. E. H., ATC, USN.

• *Before the A-1 article went to press, gentlemen, we carefully cleared it for accuracy with authoritative sources in*

the office of the Deputy Chief of Naval Operations for Air.

We are aware that A-1s are still in use in the Sixth and Seventh Fleets, as SAR units, ECM units, and for various training purposes. But, according to DCONA, they are no longer used as an attack element in combat. It was on this basis that our article was initially written. So our statement in the opening paragraph of the article you mentioned still goes.

By the way, should you ever have occasion to visit NAS Pensacola, ask to see the Skyraider which made the final flight into combat as a combat element, and which made its final landing aboard an aircraft carrier. It is now waiting to settle in its historic place in the new Museum of Naval Aviation.—Ed.

Eligibility for E-8, E-9

SIR: I have read BuPers Notice 1418 of 26 Apr 1968 concerning Navywide Exams for August 1968, and, although it seems clear, I think that I must somehow have misunderstood it.

I have served 16 years in the Navy, five of which were as an LDO. I accepted my commission when I was in pay grade E-7.

As I understand the Notice, I will be eligible next year to compete in the E-8 examination. It seems, however, that I should be eligible to take the E-9 examination, thereby keeping pace with my contemporaries who were advanced to E-7 in July 1962 as I was.

FIX-IT SHIP—USS Woodpecker (MSC 209) moors to USS Jason's starboard quarter off Vietnam. USS Jason (AR 8) was hard at work repairing material belonging to 53 military commands in the area.—Photo by R. L. Yager, PH3.



I hope you can shed some light on the subject—E. C. O., LT, USN.

●You have read the Notice correctly. Temporary officers who were commissioned when serving in permanent pay grade E-7 are eligible to take the E-8 examination in February provided they have a total of 11 years or more of service.

You could take the E-9 examination only if you had served for at least two years in permanent pay grade E-8 and had at least 13 years of service.—Ed.

Hamul Is Not Alone

SIR: The article "What's In a Name?" in the June 1968 issue helps clarify a most complex naming system.

As you pointed out, ADs are named after localities, but an exception must be made of *uss Hamul* (AD 20) since she was an ex-cargo ship. As you also pointed out, cargo ships are named for astronomical bodies, among other things.

To compound the confusion, the name "Hamul" is misspelled — the only ship, to my knowledge, in the Navy whose name is misspelled.

The astronomical body for which the ship obviously was named is the star Alpha Aries, and is spelled "Hamal."—W. V. Combs, RADM, USN.

●Thank you, sir, for further clarification of our report on ships' names. For additional information, we turned to the experts. Rear Admiral E. M. Eller, USN (Ret), Director of Naval History, had these comments to make:

"Hamul is one of the few ships in the Navy whose name is officially misspelled. As Admiral Combs points out, the correct spelling of the star is Hamal.

"*uss Du Pont* (DD 941) was assigned as one word, spelled Dupont, 3 Apr 1956; the spelling was corrected to two words, Du Pont by SecNav Notice 5030 of 16 Aug 1956.



ESCORT DUTY—River patrol boats provide screen for *USS Okanogan* (APA 220) as she carries troops up Long Tau River.—Photo by CDR J. Davey, USN.

"The name of the screw steamer Merrimack (later *css Virginia*) has been spelled without the "K" on numerous official records, although it was correctly assigned as Merrimack for the Merrimack River, 23 Apr 1854, in a letter signed by Kent Ball. On 31 Aug. 1937, the Secretary of the Navy reaffirmed the spelling of this ship as Merrimack with a 'K'.

"The Navy always tries to perpetuate the spelling used on a predecessor ship. For example, Rathburne (DE 1057) commemorates Rathburne (DD 113), named in honor of the Revolutionary War hero Captain John Peck Rathbun (his name is most commonly spelled 'Rathbun', but also 'Rathburne' and 'Rathburn').

"In naming DE 1072 to perpetuate

two ships named for Captain Johnston Blakely, it was noted that the name of one predecessor ship was spelled Blakely, the other Blakeley. Naming the third ship was no problem, however, since Captain Blakely's great grandnephew, the late VADM Charles A. Blakely was also honored by this naming, and his family used the spelling 'Blakely.'

"The correctness of the spelling of Bonita, assigned to four Navy ships, is frequently questioned, but this spelling as well as 'bonito' for the fish name, is backed by authoritative sources.

"The two submarines named Thresher are correctly spelled for the shark thresher. Submarine No. 26 named G-4, was first called Thrasher, a less common but also correct spelling of the same shark name."—Ed.

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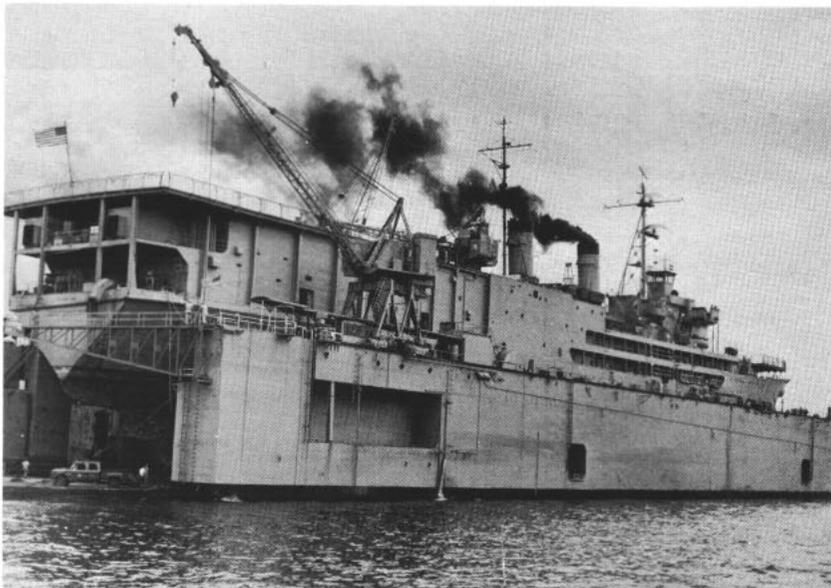
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STEAMED UP OVER NOTHING—The one-of-a-kind USNS *Corpus Christi Bay* (T-ARVH-1) fires her boilers while in drydock.—Photo by C. Ferguson, JOC.

Types of Sea Duty

SIR: I'm on sea duty and will be eligible for transfer next year, but am a little confused about the types of duty available.

If I request and receive Preferred Sea Duty or Preferred Overseas Shore Duty, would I be transferred back to "regular" sea duty at the end of my tour?

Also, where can I find a list of preferred sea duty and overseas shore duty stations? I'm a squadron career counselor and think such a list would prove helpful.—J. M. M., AT1, USN.

• If you check with your ship's office, you'll find that BuPers Inst. 1300.26 series lists all the overseas activities to which you or any other Navyman might conceivably be assigned.

The Transfer Manual (paragraph 3.7) lists Preferred Sea Duty activities (type 5) and Preferred Overseas Shore Duty activities (type 6).

Those in BuPers Inst. 1300.26 series which are not listed in the Transfer Manual refer to overseas shore duty (type 3) and count as sea duty for rotation.

If you are Seavey-eligible, you may request assignment to a shore station in the continental United States or to an overseas shore activity. Generally, the following rules apply:

If you are assigned to duty in CONUS, or to a preferred overseas shore activity (such as those in Hawaii), you serve a normal tour of shore duty and probably will rotate back to sea duty.

If you are assigned to Overseas Shore Duty (type 3), such as Alaska, you will be credited with sea duty and may be transferred ashore if you still are eligible for Seavey.

You should note that Seavey-eligible

personnel are not assigned to Preferred Sea Duty activities, because this involves a two-year tour followed by another 14 months of sea duty.

This and much, much more on Seavey-Shorvey was discussed in ALL HANDS, June 1967. Perhaps your ship's office or library has a copy on file.—ED.

More Early APLs in Vietnam

SIR: This is to continue the discussion of non-self-propelled barracks craft assigned to Vietnam; specifically, which of the APL type arrived there first.

I say it was APL 55, which arrived at Cam Ranh Bay in March 1966.

After a brief fitting-out period, "Ap-

ple 55" was moved to the U. S. Naval Support Activity Detachment at An Thoi.

In September 1967, she went into the yards at Sasebo for overhaul, and later moved to the U. S. Naval Support Activity Detachment at Ben Tre, Mekong Delta.

I know what I'm talking about because I served on board APL 55 as Supply Officer from April 1967 to April 1968.—D. I. K., LT, SC USN.

• A claim from APL 26 (ALL HANDS, February 1968) reasoned that since she arrived in Vung Tau in February 1967, she must have been the first of her type assigned to Vietnam. Your testimony, the second counterclaim on behalf of APL 55, indicates your old barracks ship beat APL 26 to Vietnam by 11 months. However, we suggest you read on.—ED.

SIR: I disagree with the claim that APL 55 was the first of her type to arrive in Vietnam (ALL HANDS, July 1968). APL 5 had that distinction; APL 30 was second and APL 27 was third. APL 5 was anchored in the harbor at Da Nang when I arrived there in September 1965.

APL 55 did not arrive in Vietnam until late 1966. She may have been the first of her type assigned to Cam Ranh Bay, but she certainly was not the first APL to arrive in Vietnam.—J. B. A., EN2, USN.

SIR: It was APL 5, not APL 55, that was first of her type to arrive in Vietnam. APL 5 arrived at Da Nang in October 1965. She moved to Japan for refitting in December 1965, and then returned to Vietnam in April 1966.—W. G. W., SFP3, USN.

• Any others?—ED.

BACK AT WORK—Following an overhaul period to repair damage sustained in a fire, USS *Forrestal* (CVA 59) joins the fleet and goes back to work.



THE BULLETIN BOARD

Roundup on Vietnam Rotation for Seabees

SPECIAL VIETNAM ROTATION PROCEDURES have been established for men in Seabee ratings, plus those in other ratings who draw Vietnam duty with Mobile Construction Battalions.

BuPers Notice 1306 (28 Oct 1968) also describes related new policies on Seabee reenlistment, extensions, advancement, rating conversion and early separation.

Since June 1965, over-all construction billets have more than doubled—and nearly tripled in the case of Seabee petty officers. Some 75 per cent of all the men in Group VIII ratings (see list at end of article) now are serving in Vietnam or elsewhere in Southeast Asia.

The new special assignment procedures apply to:

- Men with Group VIII ratings who serve 12 or more consecutive months "in country" in South Vietnam (not counting any special leave or travel time).

- Those assigned to Mobile Construction Battalions who complete at least two Vietnam deployments which total 12 months or more.

- Those who serve 12 months or more in Vietnam with a combination of "in country" and Mobile Construction Battalion assignments.

If you fit into any one of these categories, here are the options open to you:

Exemption

If you have a Group VIII rating, you will not be assigned to a second tour in Vietnam, or to a Mobile Construction Battalion deployed to Vietnam (or scheduled to deploy there), for two years from your tour completion date (TCD).

If you are not in Group VIII, you are exempt from additional Vietnam service for three years, unless an involuntary second tour is approved by the Chief of Naval Personnel. However, this does not rule out assignment to a rotating unit which might operate in ports or waters of Vietnam for periods of less than 12 months.

No tour completion dates, as such, are established for men who deploy

to Vietnam with Mobile Construction Battalions. Therefore, to figure your eligibility for rotation, use as a "TCD" the date your MCB arrives back in the continental United States.

Reassignment

As outlined in the BuPers Notice, those with Group VIII ratings who qualify for reassignment after service in Vietnam will be rotated as follows:

- If you are eligible for Seavey, you may be assigned to shore duty or additional sea duty, if desired, in accordance with normal Seavey procedures.

- If you are not eligible for Seavey, you may be assigned to sea duty (other than Vietnam) in the Fleet of your choice. However, you must have at least 16 months of obligated service from the date you are eligible for transfer. Further, you must have the obligated service four months before your tour completion date. This means you should plan on extending or reenlisting, if necessary, well ahead of time.

If you do not have a Group VIII rating, your reassignment will be governed by the general procedures announced on 25 Apr 1968 in Bu-

Pers Notice 1306 (ALL HANDS, July 1968). If you're a hospital corpsman, the relevant transfer directive is the BuPers Notice 1306 issued on 15 Jul 1968.

Early Separation

You receive an early release from active duty if you are in Group VIII and:

- Are serving in your first enlistment.

- Have 14 months or less remaining in your enlistment contract.

- Have completed 12 months in Vietnam as outlined above.

- You do not wish to reenlist or extend, or convert to another rating.

You also will be separated at the end of your Vietnam tour or MCB deployment if you have less than 91 days of active obligated service remaining and do not wish to extend or reenlist. At this writing, if you're in your second or later enlistment, and your obligated service exceeds your Vietnam tour or MCB deployment completion date by from 91 to 180 days, you may, with the approval of the Chief of Naval Personnel, be separated at the end of your Vietnam tour.

Also, if you complete only one Vietnam deployment with a Mobile Construction Battalion, you may be separated immediately upon the MCB's return to a home port in CONUS provided you are in your first enlistment, do not have orders to another activity, and will be within three months of the end of your enlistment when the MCB redeploy to Vietnam.

You should note that if you take the early separation and later change your mind, you may not reenlist in your Group VIII rating unless you waive the 24-month-non-Vietnam-duty guarantee.

Extensions

As specified above, you are subject to reassignment when your MCB returns to the United States if you have more than 14 months of service obligation. However, if you are in your first enlistment, you might be

All-Navy Cartoon Contest
Gary W. Jones, SF1, USN



USN Mobile Construction Battalion—
Definition: MOBILE (mo'bil) adj. Easily moved.

able to extend your stay in Vietnam, and then have a new tour completion date which would make you eligible for early separation.

Say, for example, you would have 17 months of service obligation if you returned to CONUS with your battalion. On the other hand, if you stayed in Vietnam for six additional months, by the time you get to CONUS you'll have only 11 months' obligated service, three months below the maximum for early separation. This means that for six additional months of Vietnam duty, you receive your discharge 11 months early.

To do this, you must request a six-month extension in Vietnam five months before your tour completion date. If the request is approved, you receive transfer orders to some other Vietnam-based unit or activity before your MCB departs.

As before, if you're stationed with a unit other than an MCB, you may extend your Vietnam service for six months or more. Now, if you already are on a tour extension, you may request another extension of less than six months to become eligible for early separation.

Here you should note that many men in Group VIII are not eligible for Seavey assignment to shore duty after completing tours in Vietnam. Therefore, they often receive orders to sea duty (other than Vietnam) which do not permit transportation of dependents at Government expense. This amounts to consecutive unaccompanied tours of sea duty. It's possible to avoid this situation—and at the same time set yourself up for an early release from active duty—by extending your tour in Vietnam.

Advancement Waiver

Under certain circumstances, your commanding officer may waive the obligated service requirements for your advancement to pay grade E-5 or E-6 in order for you to be separated early.

You may request such a waiver only if you are in Group VIII, are in your first enlistment, are completing a Vietnam tour, and had agreed to extend your enlistment to have enough service obligation for advancement to PO1 or PO2. If you otherwise are qualified for early separation, your CO may waive advancement service requirement.

Rating Conversion

After your Vietnam tour, you have the opportunity for Class "A" school and conversion to another rating field provided you are below pay grade E-4 and are in your first enlistment.

You must be recommended by your CO, must meet the "A" school test score requirements (a waiver up to 10 points will be considered), and must meet any security clearance requirements for the school and rating.

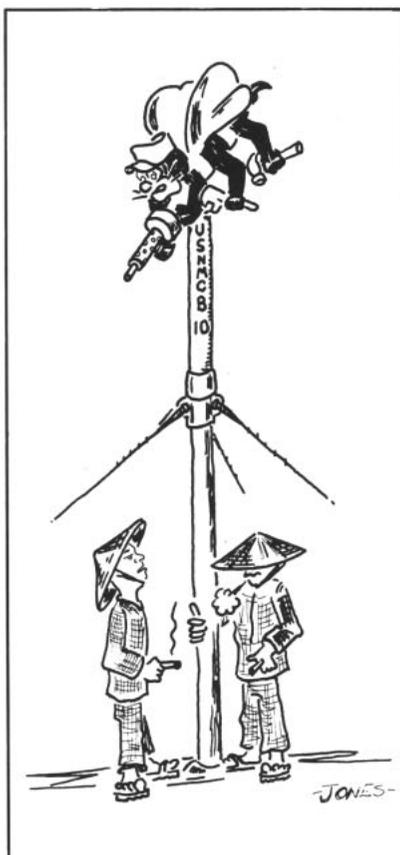
Also, you must have the obligated service shown below for the course, or must agree to extend your enlistment. If you successfully complete the course, you will have your rating changed but will keep your old pay grade. Your request for rating conversion must be submitted to the Chief of Naval Personnel (Pers B223), via channels, at least five months before you are eligible for rotation from Vietnam.

Here are the "A" school courses

and course lengths, and the obligated service required from class convening date. For courses marked with an asterisk, you must attend a six-week Basic Electronics and Electricity course before you enter the "A" school.

Obligated Service	Course Length	Rating
AC	14 weeks	26 months
ADR	14 weeks	24 months
AE	22 weeks	30 months
AG	17 weeks	26 months
AME	15 weeks	25 months
AMH	15 weeks	25 months
AO	18 weeks	26 months
AQF	29 weeks	36 months
ATN	29 weeks	36 months
ATR	29 weeks	36 months
BT	15 weeks	25 months
CYN	6 weeks	16 months
DC	9 weeks	20 months
*DS	42 weeks	6 years
EM	16 weeks	25 months
*ETN	30 weeks	6 years
*ETR	30 weeks	6 years
FTB	18 weeks	26 months
	(Phase I)	
FTM	14 weeks	6 years
	(Phase II)	
		(Phases I and II)
GMT	7 weeks	25 months
	(Phase I)	
	9 weeks	(Both Phases)
	(Phase II)	
MM	15 weeks	25 months
OM	17 weeks	26 months
*RD	16 weeks	28 months
*RM	14 weeks	28 months
SM	6 weeks	16 months
*STG	12 weeks	26 months
	(Phase I)	
*STS	14 weeks	6 years
	(Phase II)	
		(Phases I and II)
TM	8 weeks	24 months

All-Navy Cartoon Contest
Gary W. Jones, SF1, USN



"A big bug mounted on a pole, these Am—eri—cans have strange idols."

Group VIII construction ratings affected by the special assignment, separation and other procedures discussed on these pages are as follows:

Pay Grade E-3 — Construction (CN).

Pay Grades E-4 through E-8 — Engineering Aid (EA); Construction Electrician (CE); Equipment Operator (EO); Construction Mechanic (CM); Builder (BU); Steelworker (SW); Utilitiesman (UT).

Pay Grade E-9 (Compressed Ratings) — Master Chief Constructionman (CUCM), compressed from EA, BU and SW; Master Chief Equipmentman (EQCM), compressed from EO and CM;

Master Chief Utilitiesman (UTCM), compressed from CE and UT.

New Communications Areas

A warrant officer category of Naval Communicator (757X) and a limited duty officer category of Communications (657X) have been established for individuals working in the field of communications.

The new category provides a normal path of advancement for those in the radioman rating or those with operational communications experience.

Applications are solicited for the new category from eligible candi-

dates for the current fiscal year and are to be submitted in accordance with BuPers Inst 1120.18N.

If you have submitted application for LDO or warrant officer for consideration by the February selection board and wish to be considered for the new category, you should promptly submit changes to the categories requested in your application. A speedletter change is recommended.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from

the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Assassination in Rome (WS) (C): Drama; Hugh O'Brian, Cyd Charisse.

Thoroughly Modern Millie (C): Musical Comedy; Julie Andrews, Mary Tyler Moore.

Prescription Murder (C): Drama; Peter Falk, Gene Barry.

El Greco (WS) (C): Biographical Drama; Rosanna Schiaffino, Mel Ferrar.

The Graduate (WS) (C): Comedy Drama; Anne Bancroft, Dustin Hoffman.

Where Were You When the Lights Went Out? (WS) (C): Comedy; Doris Day, Robert Morse.

The Man Who Laughs (C): Melodrama; Jean Sorel, Lisa Gastoni.

Five Million Years to Earth (C): Science Fiction; James Donald, Andrew Keir.

Guns for San Sebastian (WS) (C): Drama; Anthony Quinn, Anjanette Comer.

Stay Away Joe (WS) (C): Comedy; Elvis Presley, Burgess Meredith.

Where Angels Go . . . Trouble Follows! (C): Comedy; Rosalind Russell, Stella Stevens.

Hondo and the Apaches (C): Western Drama; Ralph Taeger, Kathie Browne.

The Green Berets (WS) (C): Action Drama; John Wayne, David Janssen.

A Lovely Way to Die (WS) (C): Drama; Kirk Douglas, Sylvia Koscina.

Yours, Mine and Ours (C): Comedy Drama; Lucille Ball, Henry Fonda.

Never a Dull Moment (C): Comedy; Dick Van Dyke, Edward G. Robinson.

How to Save a Marriage and Ruin Your Life (WS) (C): Comedy; Dean Martin, Stella Stevens.

In Enemy Country (WS) (C): War Drama; Tony Franciosa, Anjanette Comer.

Guess Who's Coming to Dinner (C): Comedy Drama; Spencer Tracy, Sidney Poitier.

Petulia (C): Comedy Drama; George C. Scott, R. Chamberlain.

NOW HERE'S THIS

Ice Patrol Keeps Its Cool

Mountains of ice—about one thousand peaks of various sizes each year—break off northern tidewater glaciers and float southward into the Atlantic shipping lanes to menace every vessel afloat in the vicinity.

As the builders of the TITANIC discovered more than 50 years ago, the best protection against icebergs is to know their location and avoid them. That's why the U. S. Navy Hydrographic Office dispatched a cruiser to the ice regions in May 1912—to inform ships and the Hydrographic Office of iceberg locations.

The following year, the Navy was busy elsewhere and the job was turned over to the Treasury Department's revenue cutters, later to become the U. S. Coast Guard.

In 1944, an international agreement inaugurated a service devoted to iceberg detection and destruction.

Two vessels patrolled the more dangerous ice regions and tried to destroy derelict bergs before they menaced shipping.

But obliterating a mountain is easier said than done. Thermite bombs dropped from planes were tried but this method of destruction was not very successful.

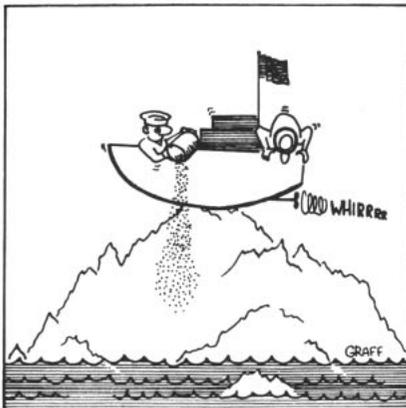
Carbon black was also dropped in the hope that solar heat would reduce the icebergs' size. This method, too, was found inadequate but it did point the way to possible success.

Although boarding an iceberg is extremely dangerous, it appeared the problem might be solved by manually spreading carbon black and 25 pounds were used to cover half an iceberg. The following day, the berg was appreciably smaller.

Although methods of destroying bergs need improvement, the technique of locating the floating ice mountains is well developed.

Information on iceberg movements now comes from icebreakers, aerial reconnaissance, commercial shipping and lighthouse keepers. Radio facsimiles of up-to-date ice charts are broadcast to shipping and other interested parties by Coast Guard Radio, Argentina, Newfoundland, and the U. S. Navy Hydrographic Office broadcasts ice bulletins over Navy Radio Washington.

Through the combined efforts of the International Ice Patrol, the U. S. Coast Guard, the U. S. Navy and others who volunteer information on iceberg movements, thousands of ships now pass safely through the ice regions of the North Atlantic—a fitting memorial to those who perished in the TITANIC disaster.



Yes, It's Available: Money for Your Benny Suggs

ORGANIZATIONS seeking to improve their operations frequently turn to their workers for ideas, and the Navy is no exception. For that reason, beneficial suggestions are solicited from Navymen on increasing efficiency and saving money.

Making a suggestion which is later adopted can mean money in a Navyman's pocket and there can also be considerable satisfaction when a man sees his brainchild put to work.

You can reap both rewards because the Navy is specifically interested in the ideas or inventions of individuals and groups as well as scientific achievements which result in subsequent Navy improvements.

Cash awards are made to stimulate thought and the money goes only to those who write down and submit ideas which are accepted for trial and found to be effective.

The idea may concern improvement in Fleet services and increasing the quality of products, procedures, tools or machines and equipment. It may promote property protection or increase the safety factor.

The suggestion may even deal with intangibles on which no dollar value can be placed such as providing better working conditions or increasing morale.

Administrative ideas are also welcome, such as combining operations, conserving material, improving work methods, reports and forms—anything which will eliminate unnecessary and duplicated effort. Thoughts on how to save space are also solicited.

A cash award may also go to anyone who develops a new and useful machine or work process or to someone who suggests improvements in existing processes and machines. These ideas, however, should be patentable.

Accomplishments which establish a scientific or technological basis for future military improvements are also considered for awards. The accomplishments must, however, materially advance research and development or contribute substantially to the welfare of the armed services and the nation.

One stipulation to making suggestions should be made clear at this point. The Navy is willing to pay only for ideas which are above and

beyond the call of ordinary duty. If your idea comes under the heading of doing your job well, it doesn't count.

Don't be bashful about suggesting something just because the idea came from on-the-job training, reading or from an educational experience. If you are the man who channels the idea into the suggestion box and ultimate testing, you are in line to receive a cash award.

Nor is it necessary for all suggestions to cover Navy and government operations. Navymen on duty with a civilian contractor, for example, can suggest improvements in his materials or services. If the proposal actually benefits the government, the Navyman with the idea is eligible for cash.

Most Navymen who see a co-worker receive money for a suggestion wonder why they didn't submit it first for, to the man-in-the-know, the improvement suggested often seems obvious.

The difference between the man

who receives the cash and the one who doesn't, of course, is this: The first man analyzed a problem, worked out a solution and wrote the solution down on Form NavExos 12450/8. He then turned it in to his supervisor or to the incentive awards office.

The second man, although he recognized the problem and could have worked out an answer said nothing and was that much poorer for his silence.

If you have found yourself on the outside looking in when the money is being handed out, pick a subject; collect the facts; analyze the questions; then develop and submit a suggestion.

After all, there's no reason why you can't be the star of the next awards ceremony.

For the latest details on this subject see SecNav Inst. 1650.24A, and check the box on this page. For a basic roundup on Beneficial Suggestions, see the centerspread feature in ALL HANDS, January 1968, beginning on page 30.

The Navy Is Willing To Pay Hard Cash For Your Ideas

Got a notion how to do a certain Navy job better? Faster? Cheaper? If so, put it in writing. A little extra liberty money never hurt anybody.

Under the Navy's Beneficial Suggestion Program, active duty Navymen can receive monetary awards for suggestions, inventions, or scientific achievements which contribute to the economy or efficiency of government operations.

Your "Benny Sugg" could take one of many forms. It may propose ways to:

- Improve the quality of products, procedures, tools, machines or equipment.

- Provide better protection of property.

- Improve safety.

- Uplift morale.

- Combine operations, materials, methods, records, reports and forms.

- Eliminate unnecessary work, duplication, breakage, waste, fire, and safety hazards.

- Devise new tools, equipment, and machines,

- New applications of old ideas.

- Save manpower, materials, time, and space.

- Reduce the cost of materials and services.

The proposal must present a specific area for improvement and a workable solution. Suggestions that merely call attention to the need for routine maintenance and repair, such as painting walls, replacing light bulbs, ordering supplies, or purchasing materials, do not quite make it as a Benny Sugg. If the suggestion relates only to the personal convenience of the suggester, and is of no benefit to other personnel, or the Navy, it is likewise ineligible for consideration.

The Navy will also award cash for the development of a new and useful process, machine or manufacture which is patentable; and for scientific achievements.

The cash awards are in amounts relative to the value of the suggestion to the Navy, and personnel of all rates and rank are eligible for consideration.

For more details, see SecNav Inst. 1650.24A.

**Meet NSD Philadelphia—
It Keeps Things Running
With Printed Guidelines**

The Naval Supply Depot in Philadelphia is one command that does not do what she was built for.

The northeast Philadelphia site, commissioned Naval Aviation Supply Depot when it was opened in July 1943, was built to meet urgent wartime requirements for aeronautical spare parts. NASD was described as one of the Navy's largest and most modern supply houses; 15 buildings, eight of them 1000-foot warehouses, occupied 135 acres.

During World War II, NASD's 2500 employees moved 1,440,708 aviation parts to ships and stations throughout the world, and met delivery schedules 99 per cent of the time.

Following the Korean conflict, NASD began phasing out of the aviation spares business, and in 1959, "aviation" was dropped from the depot title.

Today, under the Naval Supply Systems Command, NSD manages forms and publications and is a primary stocking and distribution center for printed matter used by the Navy and the Department of Defense.

NSD buys, stows and issues thousands of printed items such as supply, accounting and shipboard technical manuals, catalogs, recruiting aids, directives, periodicals, forms and training manuals.

Also, as DOD's center for specifications and standards, NSD provides private industry with printed specifications for the manufacture of military items. At present, some 57,000 different DOD specifications and standards are supplied by NSD.

Over-all, the depot stocks and issues some 258,300 "line" items, most of them forms and publications. Each working day, NSD receives 75 new items and issues 13,000 old ones while processing 2500 customer requests.

The printed matter is issued either on a subscription or requisition basis. Under the subscription program, some 3,500,000 items go into 4000 monthly distributions. Requisitioned items, which number about 552,000 monthly, require nearly one million packages.

Many NSD-stock documents are

issued without charge. However, annual subscriptions which provide automatic mailing of all documents in a given federal supply class have fixed fees. NSD encourages private contractors to order the documents on a subscription basis, and at present has 3000 such subscribers.

A mail or message order to NSD usually is filled within 16 hours of receipt. A small order made by telephone or personal visit to the depot can be filled in one hour. New or revised material makes it into NSD customer listings within five days.

The speed with which NSD distributes its printed matter is a result of automation. The depot has 7000 feet of belt conveyer plus a variety of automatic processors. For example:

- A carton-sealing machine adjusts automatically to the size of the carton. It can seal as many as eight cartons per minute.
- A stuffing machine inserts nine items into an envelope; it stuffs 1200 envelopes an hour.
- A labeling machine, which eliminates hand-sponging of mailing stickers, can affix from 2000 to 12,000 labels per hour, depending on the material involved.
- A roller for papers and posters to be inserted into mailing tubes completes in one hour the work that would take eight hours of manual labor.
- Magnetic tapes are used to keep track of subscription orders and help to update labels.
- Customers who dial NSD's automatic phone-answering service can place orders for specifications and

standards any time, any day.

NSD also provides common support services for other Navy and Defense Supply Agency activities in the area. The depot fire, police, medical, public works and other departments extend their services to 6800 Navy and civilian personnel who work in 61 neighboring buildings. NSD also handles accounting functions for 57 activities in the Fourth Naval District.

However, the mission of NSD may best be summarized in one word: paperwork. The depot sees to it that your ship or station receives all the printed matter it needs to keep you informed and your command running smoothly with printed guidelines.

Space Available Flight Is Available, But Restricted

Although the national dollar squeeze has had its effect on general overseas travel, there remain some DOD policies that allow the Navyman and his dependents certain space available travel on military aircraft.

Where the flight originates and where it is going are the determining factors as to whether or not you can make the flight.

As it stands now, space available travel in Military Airlift Command aircraft is authorized within and between any points in the Western Hemisphere. The Navy considers the Western Hemisphere to include North, Central and South America; the islands in the Caribbean; Bermuda; and the Bahama Islands.

In addition, such travel is permitted between the continental United States and Hawaii, Alaska, and U. S. territories and possessions. The latter two include American Samoa, Guam, Johnston and Wake Islands, Puerto Rico, and the Virgin Islands.

Travel between these areas is not considered foreign travel, but travel originated from these areas en route to any foreign country outside the Western Hemisphere is considered foreign travel and, therefore, falls within the restricted travel category.

To be specific, space available air travel is *not* authorized from any point in the U. S., its territories, possessions, the Commonwealth of Puerto Rico, or the Guantanamo Bay Naval Base to any non-U. S. dollar

All-Navy Cartoon Contest
Robert K. Hansen, III, SA, USN



"Sir, I have a contact, bearing . . ."

country or area — meaning foreign (including Okinawa) — outside the Western Hemisphere.

There are exceptions to the rules, however, and in various ways they affect the full range of the Navy family.

Student dependents of Navymen stationed overseas, for instance, are authorized certain military air travel in accordance with OpNav Inst 4630.12B. They may not extend this privilege to use MAC as a means simply to get from the U. S. to the overseas school being attended, or vice versa.

In another category, Naval Academy midshipmen, whose military parents or DOD-employed sponsors are stationed overseas, may travel space available for a visit to that country while on leave. Of course, the overseas address and duty assignment of the parent or sponsor must appear on the midshipman's leave papers.

On the other hand, if a Navyman lists an overseas *home of record*, then he, and his dependents when accompanied by him, are authorized space available air travel to and from the home of record whenever they are in a leave status.

Neither the man nor his dependents need be U. S. citizens; however, all border clearance requirements must be met at the time of travel. Further, dependents in this category may not travel alone. They must be accompanied by their sponsor.

More exceptions:

Dependents of Navymen in pay grade E-4 with less than four years' service are not entitled to travel at government expense whether or not overseas. However, should a man, assigned to an overseas tour where dependents are authorized, either attain a higher pay grade or, as an E-4, go over the four-year service hump, and if he obtains approval of his commanding officer, space available transportation may be provided his dependents to join him under the provisions of paragraph 5.b.(3) (m) of OpNavInst 4630.12B.

Active duty Navymen and eligible retirees overseas may, as in the past, continue to board military aircraft on flights heading for the U. S. mainland, Hawaii, Alaska, or U. S. territories and possessions.

However, to be eligible for military

air travel back to the overseas location, they must present evidence of their overseas assignment or, in the case of retired members, evidence of employment or residence overseas to the air terminal manifest.

As always, emergency travel due to serious illness, impending death or death in your immediate family or in that of your dependent's immediate family, rates high on the list of reasons space available air travel is authorized outside established boundaries.

Additional information on the subject of space available travel in Military Airlift Command aircraft to areas outside of the Western Hemisphere is contained in BuPers Inst 4650.16 (Supplement 1).

New Barracks for Gitmo

It's hot most of the time and there's no off-base liberty. However, the chow's good, working hours are not unreasonable, those who wish to do so find it easy to save money, and there are numerous on-base sports and other recreational facilities. There's even plenty of water, now.

Next January, the U. S. Naval Base at Guantanamo Bay, Cuba, also will have one of the Navy's nicest enlisted barracks.

Work on a new barracks began

All-Navy Cartoon Contest
James R. Branum, CTC, USN



"OK, which one of you future prospects for the variable reenlistment bonus program put sugar in the salt and pepper shakers?"

last November as part of a \$7 million construction project which also includes an enlisted mess hall and quarters and mess for bachelor officers.

The \$4 million barracks will be centrally air-conditioned and will accommodate 1340 men, four to a room. Each of the 335 rooms will have built-in wardrobes.

GI Bill Is Changed

GI BILL — Educational benefits under the GI Bill have been expanded to permit veterans with as little as 18 months of service to receive up to 36 months of college.

Also, wives of deceased or disabled veterans now may receive educational assistance from the Veterans Administration on the same basis enjoyed by sons and daughters of veterans who die or are totally disabled as a result of military service.

Generally, here's what the new law means:

Effective 1 Dec 1968, a veteran who has served at least 18 months of active duty (since 31 Jan 1955) is entitled to 36 months of VA educational assistance after he satisfies his military obligation.

Veterans formerly were entitled to one month of educational assistance for each month of service, with a maximum entitlement of 36 months.

Payments for education, raised last year, remain unchanged in the new law. A veteran without dependents taking full-time training receives \$130 monthly; \$155 with one dependent; \$175 for two dependents and an extra \$10 monthly for each additional dependent.

Payments to wives (and children) range from \$60 monthly for half-time training to \$130 for full-time school (up to 36 months).

Other provisions of the new law increase from 36 to 48 months the aggregate for which a veteran may receive educational assistance under two or more Federal veterans' benefits programs.

Also, veterans in flight training now may be paid on a monthly rather than quarterly basis, and veterans who participate in farm cooperative training may reduce their training to three-quarters or half-time schedules and receive proportionately reduced benefits.

This Is Duty in Wacca Pilatka (Also Known as NAS Jax)

IN 1562 A PARTY OF French Huguenots, led by Jean Ribault, placed a stone monument at the mouth of the St. Johns River and claimed the area for France.

Two years later, other Frenchmen traveled up the river to an Indian village known as *Wacca Pilatka* (which meant "ford" or crossing). In time this shallow section of the river was extensively used by cattlemen and, reasonably enough, became known as Cow Ford.

The Frenchmen of the 16th century didn't know it of course, but they had planted their stone monument on what later became the Naval Station Mayport. Cow Ford ultimately became the city of Jacksonville.

Five flags—French, Spanish, English, Confederate and the Stars and Stripes—have flown over Jacksonville which, in 1822, was named in honor of Andrew Jackson.

The Navy didn't arrive in Jacksonville until 1940. Before that time the site now occupied by NAS Jax was occupied by two Army installations—Camp Joseph E. Johnston and Camp Foster.

In 1939, the Navy was seeking the good year-round flying weather and large protected water area offered by Jacksonville. The people of the city wanted the Navy enough to vote a million-dollar bond issue to purchase the Black Point site and give it to the Navy.

In 1940, the government had invested 15 million dollars in what was to be a training base for Navy pilots. Since then, it has become one of the largest naval air stations in the United States.

NAS Jax is the industrial center of the Navy complex which developed during and after World War II. Its other components are: NAS Cecil Field, a master jet base; the Navy Fuel Depot on Trout River; and the seaport Naval Station Mayport.

During World War II, Mayport served as a staging center for aircraft gunnery, bombing and torpedo practice; as a sea frontier base for antisubmarine patrols and training; and briefly as a recruit training base.

In 1946, the Mayport base was

transferred to the U. S. Coast Guard. It was returned to the Navy in 1948 and used as an auxiliary landing field and a base from which crash-rescue boats could operate.

In 1952, the carrier basin, named for Ribault, was constructed, and today, Naval Station Mayport is the home port of three aircraft carriers and over two dozen other warships and support vessels.

Almost immediately after NAS was commissioned, the first cadets began their training. By the end of World War II, more than 11,000 pilots and 10,000 aircrewmembers had undergone primary and operational training there.

In November 1948, its mission was changed to that of support of Fleet aviation units. With this came the establishment of Commander Fleet Air, Jacksonville.

Through the years, the task of the Naval Air Station has varied and today finds it an operational repair and supply activity in direct support of the Fleet.

Occupying a reservation of some 3400 acres on the St. Johns River, the Naval Air Station is a military-industrial activity with an estimated replacement value of more than 500 million dollars.

It is headquarters for about one-half of the Fleet air striking force in the Atlantic area.

NAS Jacksonville is also a major

supply point which fills the requirements of naval activities and other government agencies in Florida.

At Jacksonville, aircraft carriers and destroyers operating out of Mayport load with fuel, food, spare parts and equipment—everything needed for a tour of several months.

The station comprises 15 separate departments, including the Overhaul and Repair Department, one of the largest industrial activities in northeast Florida. The services provided by the O&R include overhaul and rework of aircraft, engines, components and accessories. NAS Jacksonville is a major overhaul point for both jet and helicopter aircraft.

Aboard the Naval Air Station proper are eight separate commands. These are: Naval Air Station, Jacksonville; Commander Fleet Air, Jacksonville; Naval Air Technical Training Center; Fleet Air Wing II; Naval Hospital; Naval Air Reserve Training Unit; Fleet Intelligence Center, U. S. Naval Forces, Europe; and Fleet Weather Facility.

Commander Fleet Air Jacksonville — This is the senior command in the Jacksonville Navy Complex. COMFAIR JAX coordinates training and operation of Fleet aircraft and maintains liaison with naval shore establishments in conjunction with training needs of Fleet air squadrons. It is composed of air detachments at NAS Jacksonville and NAS Cecil Field, air groups, three attack carriers and other units.

Fleet Air Wing Eleven — (FAW 11) provides operational and administrative control over Patrol Squadron 5, Patrol Squadron 7, Patrol Squadron 16, Patrol Squadron 18 and Patrol Squadron 45. The missions of FAW 11 are to seek out and destroy enemy submarines and to perform minelaying operations during wartime; to conduct intensive antisubmarine warfare training and air search and rescue operations during peacetime. The squadrons of FAW 11 fly the SP-2 *Neptune* and the P-3A *Orion*.

U. S. Naval Hospital — The present naval hospital, which is situated on Mustin Road within 200 yards of the St. Johns River, has an authorized capacity of 425 beds.

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



"Did you happen to see a guy run through here with his sleeves rolled up, Chief?"

Naval Air Technical Training Center — The Naval Air Technical Training Center (NATTC) operates four training schools where every year thousands of students learn the technical skills so vital to the Navy.

These schools are: Aviation Ordnanceman School, Class A and B; Aviation Electrician's Mate School, Class A and B; Radiography School, Class C; and Leadership School. The Training Center occupies the area south of Yorktown Avenue near the main gate.

Naval Air Reserve Training Unit — The Naval Air Reserve Training Unit and the Marine Air Reserve Training Detachment provide training for the weekend warriors from the entire state of Florida and from Southern Georgia. NARTU also conducts full-time recruiting.

Fleet Intelligence Center, U. S. Naval Forces, Europe — The mission of FICEUR is to provide intelligence support to Atlantic Fleet Naval and Marine units operating in the European area.

Fleet Weather Facility — In addition to flight forecasting and local weather services, the Fleet Weather Facility issues forecasts and warnings to the operating forces in coastal waters from Cape Romain, N. C., to Brownsville, Tex.

It also provides hurricane forecasts for the naval units in the Atlantic Ocean, Caribbean Sea, the Gulf of Mexico, and is the scheduling authority for all weather and oceanographic reconnaissance flights in those areas.

Housing

(Note: Reports on housing are subject to change, and the information printed below may well have been revised by the time you read this, or by the time you receive your orders. With these reservations in mind, you may find this report on housing helpful. Nevertheless, it is suggested that you check with the Family Services Center nearest you when you receive your orders to your next duty.)

Navy-men and their families who find it necessary to stay in a hotel until they can settle permanently can find hotels in the area ranging in price from \$4 for single occupancy and \$6 for two people to a high of \$7 for a single room and \$11.15 for a double room.

Hotels charge between \$5 and \$9 for a single room and between \$7 and \$16 for a double room.

These rates exclude the hotels and motels in the beach areas which are, of course, more expensive.

There are also several trailer courts in the area where trailers may be rented for between \$65 and \$110 per month, depending on the location, size and luxury of the accommodations.

If you bring your own trailer, you

can expect to pay about \$35 per month.

You will find a Navy Exchange guest house where incoming Navy-men and their families, under most conditions, can stay for 15 days. The guest house is also open to relatives and guests of Navy families stationed at Jacksonville.

A two-bedroom unit with kitchen can be rented for \$6 per day while a three-bedroom unit with kitchen costs \$7 per day.

WHAT'S IN A NAME

These Ladies Led Brief, Violent Lives

Sailors on watch often find interesting reading on the back of pilot charts issued by the U. S. Naval Oceanographic Office.

For example, the September 1968 edition of the PILOT CHART OF THE NORTH ATLANTIC carries an article on the violent life of eight tropical cyclones which occurred during September and October of 1967.

Four of the season's hurricanes are principally remembered by seasick sailors who met them before the storms blew themselves out in mid-Atlantic.

Four of the eight tropical cyclones, however, were responsible for the death of 68 people and Hurricane Beulah alone caused an estimated \$208 million in damage.

Beulah reached full hurricane intensity on 8 Sep 1967 as she swept through the Caribbean Sea and ripped across the Yucatan Peninsula. She then rebuilt her fury in the Gulf of Mexico before lashing out against the coastal areas of southern Texas.

She left 59 people dead in her wake and thousands were made homeless by floods caused by torrential rain.

But Beulah wasn't content with her own damage; she loosed her undisciplined children upon the Texans. One hundred and fif-

teen tornadoes spawned by Beulah killed five persons, injured nine and caused nearly one and one-half million dollars in property damage.

Nevertheless, it's an ill wind that blows no one good. Beulah blew a gale in Puerto Rico but also brought rain needed to relieve a severe drought which had burned pastures and brought disease to the coffee trees.

One good turn notwithstanding, Beulah caused the season's greatest damage although her sisters Chloe, Doria and Fern were no amateurs at the destruction game.

Chloe was born near Spain in September 1967 and drowned three crewmen when she sent their ship to the bottom.

Doria churned up the Virginia-Maryland-North Carolina coast where tides ran two to three feet above normal and three people lost their lives off Ocean City, N. J., in a boating accident associated with the storm.

Fern may have been the cruelest of all that year's violent ladies for she added to the misery of Mexicans still reeling from the impact of Beulah's fury.

Fern moved across the Mexican coastline just north of Tampico bringing torrential rain and floods which drowned three people.

The pilot charts, enlivened with this type of maritime reading material, are published monthly by the U. S. Naval Oceanographic Office.

Two editions—one each for the Atlantic and Pacific—inform navigators concerning magnetism, changes in currents, the presence of debris and other subjects of interest aboard ships.

Articles on such subjects as natural phenomena and underwater disturbances appear on the reverse side of the charts for the information of anyone with time on his hands and a hankering for something informative to read.

Copies of the Pilot Charts are available at 50 cents from the U. S. Naval Oceanographic Office, Suitland, Md. 20390.



All units have private bathroom facilities and the kitchens are furnished with cooking utensils, silverware and dinnerware. Towels are replaced daily in each unit and linen is replaced semiweekly. Cribs are available for infants.

If you want reservations at the guest house, write to the Navy Exchange Office, Building 27, Box 13, USNAS, Jacksonville, Fla. 32212, or telephone 389-771, extension 665.

Navy men who occupy the guest house aren't required to forfeit their BAQ allowance for quarters while they are in a duty or leave status incident to a permanent change of station as long their occupancy lasts no longer than 30 consecutive days.

Those who wish to live on the station during their stay will find 38 public quarters available to officers and 77 for enlisted men in pay grades E-4 (with four years of service) and above.

These units have two and three bedrooms and one and a half or two baths. There are also 37 four-bedroom units in public quarters for married enlisted men having four or more children with one over 12 years old. Ranges and refrigerators are provided in public quarters but furniture must be supplied by you, although government-owned furniture is available to supplement privately owned pieces.

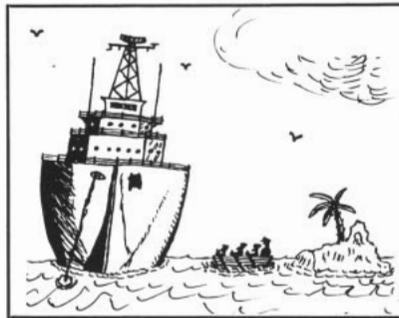
It is the policy of the Navy to place primary reliance on the local community for housing; therefore, most Navy men coming to Jacksonville will have to look elsewhere than public quarters for a place to live.

The Family Services Center also functions as the Housing Referral Office and maintains listings of off-base housing—private apartments and homes and VA/FHA listings of homes which are for sale or rent. The Center also maintains realtors' listings.

The cost of housing varies considerably, depending upon the size, condition and location of the house or apartment. The southwest section of metropolitan Jacksonville, Duval County, and the Orange Park area in Clay County are closest to the station facilities at both NAS Jacksonville and NAS Cecil Field.

There are relatively few furnished rentals available and they cost between \$65 and \$150. Unfurnished

All-Navy Cartoon Contest
James A. Gray, EM2, USN



"Well, yes, he did promise us liberty at the next island, but . . ."

homes, on the other hand, are plentiful and rentals generally average from \$75 up for a three-bedroom home.

In addition, there is an abundance of VA- and FHA-repossessed homes for sale and rent. VA monthly rentals are computed at \$9 per thousand of the selling price.

The average monthly rental for a three-bedroom house ranges from \$85 to \$120. Rent is paid by the month and no lease is required, although advance payment and a security deposit equal to a month's

NOW HERE'S THIS

Ask This Navyman What He Thinks of the VRB

The amount received recently by Boilerman 1st Class Robert E. Paschall after he reenlisted on board the guided missile destroyer USS Decatur (DDG 31) may be a bonus record.

At any rate, not since the Variable Reenlistment Bonus became a career incentive in January 1966 has ALL HANDS had occasion to report such a whopping re-up figure—\$10,984.27. In this case, \$8000 was awarded the 10-year Navyman, who qualified for the maximum VRB bonus, plus \$2000 normally authorized for regular reenlistment. The \$984.27 represents payment for earned leave sold rather than taken, and travel, subsistence and quarters allowances. And, because Paschall reenlisted in a combat zone—waters off North Vietnam—his bonus carried the added attraction of being entirely tax-free.

So, what to do with it all? Paschall thinks he has the answer. He plans to use it as a down payment on a house in the Long Beach area, homeport of Decatur.

— LT.G. P. Kimball

rent are usually required. The latter is refunded at the end of the tenant's occupancy if the quarters are vacated in good order.

Apartment units consisting of one to four bedrooms are also abundant in Jacksonville. They range from about \$130 and up for the newer units and many have carpets and drapes.

Most apartment buildings are conveniently located to buses, schools and shopping and offer tenants swimming pool facilities, garden areas and laundries.

The longer established apartment buildings without recreational facilities offer one- and two-bedroom apartments which rent from \$65 up.

Recreation

There is no shortage of recreational or entertainment facilities at NAS Jacksonville. The base's proximity to both fresh and salt water gives Navy men a sportsman's bonus.

Among other facilities, NAS JAX's Navy Recreation Division maintains a variety of playing fields which are generally available except at times designated for intramural and varsity programs. Sports equipment for use on the fields can be checked out at the Gear Issue Room, Monday through Friday.

For example, there are three lighted centrally located softball fields which may be reserved. There are also two baseball diamonds and two handball courts. Basketball and volleyball courts in the gym can be used for intramural and varsity programs.

Squash and tennis courts (10 of the latter with hard surfaces) are also available and there are two touch football fields as well as a 368-yard oval and a 100-yard straightaway track for use by track and field enthusiasts.

If you are a licensed amateur radio operator, station W4NEK is open for use Monday through Friday. A radio club meets biweekly in the radio shack.

Sixteen lanes await bowlers at NAS JAX and there are intramural leagues for military men and women. Golfers have an 18-hole course and a driving range. The clubhouse carries a complete line of equipment and has clubs for rent.

A hobby shop has materials and

tools for auto repair, carpentry, boat building and repair, welding, ceramics, model-building, photography, leatherwork and slot car racing. Dependents under 15 are excluded from the hobby shop area.

The horse set will find a stable and riding trails. Mounts can be rented every day except Monday.

Jacksonville Navymen can take advantage of the outdoors by using the picnic grounds at Casa Linda Lake, Birmingham and McFarland, all of which are equipped with tables, slides and swings. Fishing is permitted.

There are a number of swimming pools. Two outdoor pools are available to all NAS JAX families. An officers' pool is located at the officers' club and chiefs have an outdoor pool and patio.

Those who want to swim indoors also have a pool which is open to officers, enlisted men, dependents and guests. This pool is equipped with two diving boards and locker and shower facilities. A steam room and workout room are located in the same building.

All kinds of boats—those with outboard motors, canoes and fishing boats are available on a first-come, first-served basis. There is a small charge.

Fishing aboard the station is permitted but fishing licenses are required. Outboard motors, boats, nets, bait and other equipment can be checked out through the Special Services Gear Issue Room during regular working hours. Both hunting and fishing licenses can be purchased through Special Services.

The Navy Jax Sailing Club House is home port for sailors who want to take a busman's holiday. Activities of the club include sailing instruction, regattas, pleasure and family sailing. Sloops and 16-foot day sailers are available. Membership costs \$5.

If you are in the mood for more sedentary recreation, two movie theaters show different features every night or, if that doesn't please, try one of the three well-stocked libraries aboard the station.

The Recreation Division attempts to obtain tickets for all events at the Jacksonville Coliseum and Civic Auditorium. Tickets are available at reduced rates to those who ask first.

At the Acey-Ducey Club for first and second class petty officers, POs can enjoy luncheon Monday through Friday and dinner Tuesday through Friday. On weekends, dinner is served at noon as well as during evening hours. There is live entertainment on Friday and Saturday nights until 0100 and on Sunday until 2400.

A Blue Jackets Inn has a snack bar, television lounge and dining services. It is open seven days a week. The Crow's Nest located in the same building is also available to first and second class petty officers.

The Chief Petty Officers' Club

has a dining room and bar. Live entertainment is available on Friday and Saturday nights.

Commissioned officers have an open mess which has a main bar, dining room, package store and swimming pool.

The religious needs of Navy families at NAS Jacksonville are taken care of at St Edward's Chapel, St Luke's Chapel and All Saints' Chapel. There are also a young adult discussion-fellowship group, a Catholic sodality and a single young Catholic organization.

In addition to religious facilities on the base, Jacksonville itself has more than 40 places of worship.

Chances for Advancement: 'May Be Better This Year Than Ever Before'

YOUR CHANCES FOR advancement may be better this year than ever before. This, in essence, is one message contained in BuPers Notice 1418 (21 Nov 1968) which passes the word on the February 1969 exam schedule.

That schedule commences on the morning of 4 February when eligible E-3 personnel open the 3rd class petty officer exam booklets. Two days later, qualified 3rd class will take the pay grade E-5 exams, followed on Tuesday, 11 February, by individuals aspiring to become 1st class petty officers.

It may pay superstitious individuals to carry an extra rabbit foot to the E-7 exams which are slated for 13 February (luckily it's a Thursday, not a Friday).

The E-8 and E-9 exams, notification of which is discussed on page 60, are to be held on 25 February.

Two major points that have helped to create the favorable side of the E-4 through E-7 advancement opportunity are waivers of service in pay grade requirements, and an increase in the number of petty officers authorized to be advanced, brought about primarily by an increase in naval operations in the Western Pacific.

The waivers of service in pay grade affect only you who are going up for 3rd or 2nd class. All service requirements have been waived for E-4 candidates; however, you must be serving in pay grade E-3 as of 4



DON'T UP, UP and AWAY with this issue of ALL HANDS Magazine. Remember nine others are waiting for it.

Feb 1969, date of the E-4 exams.

Waivers for you who participate in the E-5 exams may extend up to six months in pay grade E-4 as long as you fulfill the service in pay grade requirement by 16 May of this year.

There may be some of you who are now serving in pay grade E-3 who are eligible, because of the service in grade waivers and other qualifications, to participate in the E-5 exams.

First, you must meet these qualifications:

- Be exceptionally qualified and capable of assuming the duties of a 2nd class petty officer, and
- Have passed the August 1968 E-4 examination and be awaiting your authorized advancement to 3rd class on a specific date.

Because of the waivers of service in pay grade, certain enlisted performance evaluations may also be in need of modification.

For instance, if you are authorized a service in pay grade waiver for advancement to pay grade E-5 and there is not an E-4 evaluation covering the 12 months before the examination month, you must have a special evaluation written up on your performance as of 31 Jan 1969.

If a special evaluation is not prepared, and if there are no pay grade E-4 evaluations available, then your pay grade E-3 evaluations covering the 12-month period ending 31 Jan 1969 will be used to compute your average performance mark.

Those of you who are authorized a service in pay grade waiver for advancement to 3rd class petty officer may use your pay grade E-2 evaluations for the six-month period ending 31 Jan 1969, in the event you have no pay grade E-3 evaluations available.

But, if neither an E-2 nor an E-3 evaluation is available, a special evaluation may be written on your performance at the discretion of your commanding officer.

Service in pay grade waivers are also authorized individuals considered for automatic promotion, such as certain Class A school graduates. This applies to persons in all ratings and apprenticeships.

Under this authorization, six months in pay grade E-4 is allowed for advancement to 2nd class petty officer, and six months is waived in pay grade E-3 for advancement to

E-4. To qualify for advancement to 3rd class, however, you must be serving in pay grade E-3 on the date of the authorized promotion.

Waivers for automatic advancement have been in existence since 1 September of last year and are scheduled to remain in effect through 30 April of this year.

Other pre-examination requirements relative to past testing periods remain much the same.

Required correspondence courses, performances tests, practical factors, and the applicable military or leadership examinations must be completed before you are completely eligible to participate in the exams.

How long you've been in service, an equally important factor when determining an individual's eligibility to participate in advancement examinations, is of particular interest to E-7 candidates who must have an accumulation of eight-years' service to be eligible.

If you are in this category, but fall short of the eight-year requirement, even after adding active Navy and other military service time, you may still qualify. As either a Regular Navy or Naval Reserve E-7 candidate, you are now authorized to add any time spent in the inactive Naval Reserve, as a member of a drilling unit, to your active military service to compute total length of service.

You should insure that the length of service listed on your examination work sheet is not a combination of active and inactive service, however. These duties should be listed separately since inactive service cannot be combined with active service when computing a final multiple credit for examination purposes.

The length of service credit is equally important to those petty officers

who have been directly procured into the Navy and to those enlisted men who were recalled to active duty.

For the most part, these individuals do not have sufficient time in service to qualify for participating in advancement examinations. Therefore, special credit, according to pay grade, is provided as follows:

E-4 : 1 year, 2 months

E-5 : 2 years, 2 months

E-6 : 4 years, 2 months

E-7 : 8 years, 0 months

Each length of service authorization listed is the maximum credit given in any one pay grade and should only be used in lieu of an individual's actual length of service. In other words, it may not be added to the actual length of service.

In the case of E-4 and E-5 candidates who have been granted a service in pay grade waiver, as mentioned above, the time waived must be subtracted from the length of service credit. This will result in the adjusted length of service credit which will be used provided it is greater than the individual's actual length of service.

Although the waivers of service in pay grade and length of service credits will tend to open the door to advancement to more candidates, the aim is to maintain the tradition of high quality in the petty officer corps.

CO's Recommendation to Play Larger Role in Senior and Master CPO Promotions

Your qualifications for promotion to senior or master chief petty officer must be checked out by a command interview board.

Only then may your CO authorize you to take the senior or master chief petty officer advancement exam.

Next, a package of information which includes a performance evaluation, interviewer's appraisal sheet and letter of recommendation, will be worked up at your command and sent to BuPers.

Later, if it's found you passed the exam, the report compiled at your command will have considerable weight before the senior/master chief petty officer selection board.

These and other changes to the mechanics of recommendation are contained in BuPers Notice 1418 (18 Nov 1968), the basic directive

All-Navy Cartoon Contest
David N. Wakeman, ST1, USN



"... and just as soon as I make my rate as chief petty officer, whammo, we get married."

on advancements to pay grades E-8 and E-9 for fiscal 1970.

The notice says, in essence, that your qualifications will be given a closer scrutiny than ever before, and that your CO's recommendation will for the first time take the form of a positive and detailed evaluation.

It boils down to your CO having more say in whether you are to make senior/master chief, and that if you are selected, chances are good you are qualified.

This year's senior/master chief exams will be held on 25 February, with the first advancements to be effective on 16 August. Therefore, if you think you are qualified, there still may be time for you to check on your basic eligibility and make it before your command interview board.

Here's a summary of the BuPers Notice:

Eligibility

Before you are considered for advancement to senior or master chief petty officer as a result of this year's exams, you must meet the following requirements by the dates shown:

Service—The terminal eligibility date (TED) for computing total enlisted service and time in grade is 16 Nov 1969. For advancement to senior chief petty officer, you must by the TED have at least 11 years' total service and three years as a chief petty officer. For advancement to master chief petty officer, you must have 13 years' total service and two years as a senior chief petty officer.

You may receive a three-year waiver of the total service requirement only if you enlisted as a petty officer under the Direct Procurement Program, or if you are an active duty Reservist who enlisted in the Advanced Pay Grade Program. In such cases you must have eight years' total enlisted service for advancement to senior chief petty officer, or 10 years' service for advancement to master chief petty officer.

Correspondence Courses—You have until 25 Feb 1969 to complete OCC Navy Regulations (NavPers 10740-A4), required for senior chief petty officer or OCC Military Justice in the Navy (NavPers 10993-5) required for master chief petty officer.

Here you should note that your command must screen your service record to see if it contains the re-

quired course completion certificate. If the certificate is missing and you state you did complete the course in question, your command must write to the Correspondence Course Center for verification. The necessary documents then will be sent to your command and to BuPers for insertion in your records.

Practical Factors—All practical factors for this year's exam must be completed by 25 Jan 1969.

Interview Board

The interview board appointed by your CO may convene any time before 14 Feb 1969.

The board must consist of three commissioned officers, with the senior member in grade lieutenant commander or higher. No member may be below grade lieutenant, except that commissioned warrant officers, grades W-3 and W-4, may be used.

If the convening authority wishes, a master chief petty officer may also be appointed to the board, and, when appropriate, women officers or officers of the Staff Corps also may serve.

When operational circumstances permit, board members should be drawn from sources outside your command. If it is not possible to convene a board with the seniority prescribed, your CO may perform the functions of the board and then explain the circumstances in his letter of recommendation.

The board will work with available material such as your service record, a special report of enlisted performance evaluation and the interviewer's appraisal sheet. After talking with you, the board members will assess

your personal qualifications and give a written report to your CO.

Recommendation

A final decision on whether you take the advancement exam then is made by your CO. If he does not authorize you to take the test, he (or his representative) will meet with you and tell you why. He'll discuss with you your areas of weakness and what you should do in order to be recommended next year.

If you are recommended, your command has until 1 Apr 1969 to send your recommendation package to BuPers (Pers E-3). This must include copies of the Interviewer's Appraisal Sheet (NavPers 958) and Report of Enlisted Performance Evaluation (NavPers 792).

In his letter of recommendation, your CO should comment on your:

- Past performance.
- Motivation and potential for performance as a senior/master chief petty officer.
- General attitude.
- Indicated academic ability (as demonstrated by your service school attainments, off-duty study and use of correspondence courses or ship-board training facilities).
- Other qualifications (Chief of the Boat; JOOD; etc.).

Selection Board

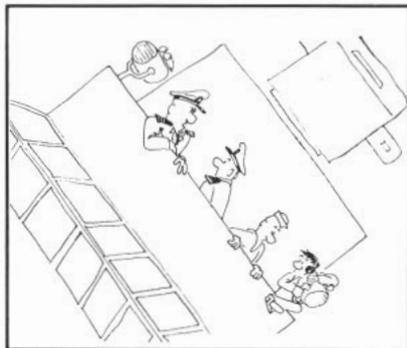
If you pass the February exam, your name, record and CO's recommendation will go before the selection board which meets in BuPers early next June. If you are selected, your advancement could become effective as early as 16 Aug 1969 (first increment).

Acceptance

The limiting date for accepting advancement to senior/master chief this year is 15 Oct 1969. You have until then to decide whether you will agree to extend your enlistment, if necessary, in order to have a two-year obligation for service in your new grade.

Additional details on this year's senior/master chief petty officer advancements are contained in BuPers Notice 1418 (18 Nov 1968), including information of interest to Reservists and COs of Selected Reserve Units. Temporary officers who wish to participate in this year's exams should check BuPers Notice 1418 (26 Apr 1968).

All-Navy Cartoon Contest
P. O. McVay, LTJG, USNR

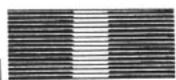


"OOD, have engineering finish the unrep by pumping the rest of the oil into the starboard tanks."

HEROES and LEADERS



BRONZE STAR—CDR Robert Walters, of *USS Providence (CLG 6)*, is presented Bronze Star with combat V by Captain Ernest Hollyfield, Jr. He earned the award as XO of *Providence* when she supplied gunfire support off Vietnam.



NAVY CROSS

"For extraordinary heroism . . ."

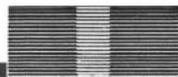
★ **BACK, James B.**, Lieutenant, Medical Corps, USNR, for extraordinary heroism on 28 Feb 1968 while serving as a surgeon with a Marine unit in the Republic of Vietnam. Upon treating a wounded Marine at the regimental aid station, LT Back found a projectile imbedded in the Marine's lower left side. He was informed that the object appeared to be a grenade, but resolutely proceeded with the delicate operation without the aid of body armor. He continued the operation until he freed the object and carried it outside for disposal. It was later learned that the projectile was the fuse of a B-40 rocket, an extremely sensitive and highly explosive device.

★ **CASEY, Robert M.**, Hospital Corpsman 3rd Class, USN, posthumously, for extraordinary heroism while serving with a Marine unit in connection with operations in the Republic of Vietnam. When point elements of his Marine unit came under fire, Petty Officer Casey moved forward and aided a wounded Marine. Although wounded himself, he disregarded his injury and began to treat another casualty. While doing so he received two additional wounds. When other Marines tried to evacuate Casey, he refused to leave the area, stating that he wanted to continue to help the wounded. After finally being

moved to the rear, he provided instructions to others in applying battle dressings. Upon hearing another man's call for help, he crawled to the Marine and was mortally wounded while treating his comrade's wounds.

★ **GRIFFITH, John G.**, Lieutenant Commander, USN, posthumously, for extraordinary heroism on 24 Feb 1968 while serving as a flight officer in an attack squadron. As leading bombardier and navigator during a night mission, he navigated his plane at low altitudes and successfully penetrated extremely heavy enemy defenses. Disregarding the missile and artillery defenses, he maintained a steady radar tracking of the target until completion of his assignment.

★ **WESELESKEY, Allen E.**, Lieutenant Commander, USN, for extraordinary heroism on 9 Mar 1968 while serving as an attack fire team leader with a helicopter squadron in the Mekong Delta. While attempting to rescue two Army advisors who were critically wounded in a battle with Viet Cong forces, LCDR Weseleskey's helicopter fire team was caught in an intense cross-fire. When his wingman's aircraft commander and gunner were wounded, he ordered them to return to base while he attempted to complete the mission alone. Joined by an Army gunship, assigned to cover his rescue attempt, he again entered the combat zone and landed his aircraft on target in a confined zone. After bringing the wounded men aboard, he lifted out of the zone, maintaining control of his aircraft despite adverse conditions and intense enemy fire.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold star in lieu of second award

★ **ASHWORTH, Frederick L.**, Vice Admiral, USN, for exceptionally meritorious service as Deputy Commander in Chief, U. S. Atlantic Fleet, and as Chief of Staff to the Commander in Chief Atlantic, Commander in Chief U. S. Atlantic Fleet and Commander in Chief Western Atlantic Area, from April 1967 to September 1968.

★ **COBB, James O.**, Rear Admiral, USN, for exceptionally meritorious service as Deputy Director, Joint Staff, Joint Chiefs of Staff, from January 1967 to September 1968.

★ **HEYWARD, Alexander S., Jr.**, Vice Admiral, USN, for exceptionally meritorious service as Chief of Naval Air Training from 26 Jun 1964 to 31 Jul 1968.

Gold star in lieu of second award

★ **MARTIN, William I.**, Vice Admiral, USN, for exceptionally meritorious service as Commander 6th Fleet and as Commander, Naval Striking and Support Forces, Southern Europe from 10 Apr 1967 to 14 Aug 1968.

★ **McDONALD, Lucien B.**, Rear Admiral, USN, for exceptionally meritorious service as Commander Military Sea Transportation Service, Far East, from March 1966 to September 1968.

★ **WEINEL, John P.**, Rear Admiral, USN, for exceptionally meritorious service as Commander Carrier Division Three and as a task group commander of Task Force 77, from 10 Oct 1967 to 24 Apr 1968.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ **BARRETT, Thomas D.**, Commander, USN, for action on 26 Sep 1967 while serving as officer in charge of a light photographic squadron in support of combat operations in Vietnam. Displaying superb airmanship, he led a reconnaissance flight through anti-aircraft fire to obtain damage assessment photography of a target immediately following a combined mission. An enemy shell severed most of the outer wing panel of his aircraft, throwing the plane out of control. He continued his mission with his crippled aircraft, maneuvering to obtain coverage of his primary photographic target. He successfully concluded his mission, landing his plane aboard ship.



NAVY CROSS—Petty Officer Anthony C. Hanson is presented nation's second highest award by RADM C. A. Karaberis in ceremonies held at Imperial Beach. He received the award for duty while serving as an aircrewman of a SAR helo assigned to USS Reeves (DLG 24).

Gold star in lieu of second award

★ **DUNN, Robert F.**, Commander, USN, for conspicuous gallantry and intrepidity in action on 9 Jul 1967 as leader of a flight mission over Vietnam. When his flight was taken under attack by missiles, the flight became disarrayed during evasive maneuvers. He reorganized his strike force and directed it to continue the mission while he orbited his wingman's plane which was hit by missile fire. After losing sight of the crippled aircraft, he proceeded to the target and successfully completed his mission. He then returned to search for the missing aircraft amid continuing heavy antiaircraft fire.

★ **GRIFFITH, John G.**, Lieutenant Commander, USN, posthumously, for conspicuous gallantry and intrepidity in action on 6 Mar 1968 as a flight officer in a night mission over Vietnam. He successfully piloted his aircraft through monsoon weather and heavy enemy fire in reaching his objective. "By his courageous actions, outstanding professional competence and devotion to duty in the face of enemy opposition, he upheld the highest traditions of the United States Naval Service."

★ **GROSHONG, Allen E.**, Hospital Corpsman 3rd Class, USN, posthumously, for action on 8 Apr 1968 while serving with a Marine unit in Vietnam. When his unit was pinned down by heavy fire resulting in several casualties, Petty Officer Groshong began treating the wounded. Although wounded while crawling to the aid of his comrades, he remained in the exposed position treating the casualties until he was mortally wounded. His heroic actions were instrumental in saving the lives of several of his wounded comrades.

Gold star in lieu of second award

★ **LINDER, James B.**, Commander, USN, for action on 24 Oct 1967 as leader of a group of aircraft on a mission over Vietnam. After encountering fierce enemy opposition, his group successfully completed its mission. His aircraft was engulfed by antiaircraft fire

and missile detonations during the engagement, but he returned to the target for a highly successful single plane assignment before leading his flight group from the area.

★ **MACHMER, James A.**, Hospital Corpsman 3rd Class, USN, for conspicuous gallantry and intrepidity in action on 26 Apr 1968 while serving with a Marine unit in Vietnam. Petty Officer Machmer was a member of a reconnaissance patrol which came under enemy mortar attack. He advanced under the heavy fire to treat a Marine who was severely wounded in the legs. After moving the man to cover, he realized that the man required a blood transfusion. Discovering that the plasma bottles had been shattered, he checked his blood to insure that it would be compatible and then administered a direct transfusion. Realizing that he had no means to gauge the amount of blood he was giving, he proceeded with the lifesaving treatment in total darkness. After a helicopter evacuated the Marine, Petty Officer Machmer began to treat less seriously wounded Marines and prepare them for evacuation.

★ **SEARFUS, William H.**, Commander, USN, posthumously, for action on 25 Oct 1967 as commanding officer of an aircraft squadron. He led two divisions of aircraft on a mission through heavy surface-to-air missile and antiaircraft fire. He alerted the group to incoming missiles during the mission. Following the mission, his plane was engulfed by enemy fire which actually displaced his aircraft, but he regained control of his craft and selected a safe route from the area.

★ **TEAGUE, Michael A.**, Hospital Corpsman 3rd Class, USNR, posthumously, for action on 2 May 1968 while serving with a Marine unit in the Republic of Vietnam. When his unit came under sniper fire, sustaining numerous casualties, Petty Officer Teague organized an aid station where he treated and supervised evacuation of the wounded. While aiding a seriously wounded Marine, he came under intense fire. Despite hostile fire impacting around him, he continued to aid the man, shielding him with his own body. Petty Officer Teague was seriously wounded, but began to move the casualty to a covered position when he was mortally wounded.



"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **SNYDER, Joseph E., Jr.**, Captain, USN, for service from July 1963 to December 1967 as Special Assistant to the Assistant Secretary of the Navy for Research and Development.

★ **SOBEL, Samuel**, Captain, CHC, USN, for service from July 1965 through June 1968 as Executive Director, Armed Forces Chaplains Board, Department of Defense.

★ **STILES, Charles L.**, Commander, USN, for service from June 1965 to July 1967 as chief of an operations division within the Production Organization, National Security Agency, Fort George G. Meade, Maryland.



FOR VIETNAM ACTION—Thomas E. Donahue, GM3, is presented the Bronze Star by RADM F. Gilkeson. He earned the award as a gunner aboard an armored troop carrier.

★ **STREAN, Bernard M.**, Rear Admiral, USN, for service from July 1965 to July 1968 as Deputy Chief of Naval Personnel.

★ **TARLETON, George L.**, Captain, USN, for service from 4 Aug 1965 to 1 Jul 1967 as Chief, War Games Section, Operational Analysis and Reports Branch, Operations Division, Headquarters Pacific Command.

★ **TRAIN, Harry D., II**, Commander, USN, for service from August 1964 to October 1967 while serving in the Office of the Secretary of the Navy as Military Assistant to the Special Assistant to the Secretary of the Navy.

★ **TREMAINE, Mark G.**, Captain, USN, for service from 23 Sep 1966 to 31 Jul 1968 as the Executive Assistant and Senior Aide to the Deputy Chief of Naval Operations (Logistics).

★ **TROST, Carlisle A. H.**, Commander, USN, for service as Military Assistant to the Deputy Secretary of Defense from 5 Apr 1965 to 5 Jan 1968.

★ **WEBER, Bruce S.**, Captain, USN, for service from December 1963 through June 1968 as Director, Operational Training, Testing and Evaluation Directorate, Deputy Chief of Staff, Operations, Headquarters North American Air Defense Command.

★ **WHITAKER, Reuben T.**, Rear Admiral, USN, for service from July 1965 through July 1968 as Commander, Military Sea Transportation Service, Atlantic.

★ **WILLIAMS, Robert E.**, Captain, USN, for service from 28 Jul 1965 to 5 Jul 1967 as Head, Current Plans Branch, Strategic Plans Division, Office of the Chief of Naval Operations.

★ **WILSON, Ernest E.**, Captain, USN, for service in the Atlantic and Southern and Pacific Divisions of the Operations Directorate, Joint Staff of the Joint Chiefs of Staff from June 1965 to May 1968.

Gold star in lieu of second award

★ **WRIGHT, Whitney**, Captain, USN, for service from January 1965 to October 1967, while serving as Deputy Assistant Chief of Staff for Current Operations on the staff of Commander in Chief, U. S. Pacific Fleet.

TAFFRAIL TALK

THE BATHTUB WAS BEAUTIFUL. It had a black frame, yellow tub, red foils, and multicolored beach balls all around. It had a red plastic chair, red and white sunshade, and command pennants. It also had Commissioned Officer Bill Bissett. He was beautiful, too.

Immaculate in top hat and tails, he gingerly stepped aboard his craft, lit a cigar, and arranged his sunshade. The crowd watched breathlessly.

Mr. Bissett started his motor, opened the throttle, and his craft quickly rose clear of the water. The bathtub and its debonair pilot were airborne.

Seems the Nanaimo-to-Vancouver bathtub race is a big event up around western Canada. The idea is to start out with a bathtub, discard a few items (the ring, at least), add some



things (skis, usually), put an inboard motor on the back, and away you go (presumably with a rub-a-dub-dub).

Mr. Bissett decided that Fleet School Esquimalt, where he is Constructor Officer, should have an entry. Only his tub would be on hydrofoils.

Although Esquimalt's entry did not win the Nanaimo-to-Vancouver race (its motor was swamped by a passing cruiser), it was awarded two first prizes by the Royal Nanaimo Bathtub Society's judges. The awards were for (a) most original design of 1968; and (b) best paddlewheeler. It had no paddlewheels, but that didn't matter. The judges felt it should receive some kind of special award and that was the only one they had left.

It's all true. Almost every word of it. After all, we have the assurance of our good friends of the Canadian Forces *Sentinel*, and we know they are the epitome of veracity.

We passed on Commissioned Officer Bissett's achievement to the appropriate officials in the Naval Ships Systems Command, but they promptly informed us that their people were all shower-oriented, thanks.

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 keynotes 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: EARLY MORNING—Sunrise in the Pacific silhouettes USS Constellation (CVA 64) as she takes part in refueling exercises with USS Carpenter (DD 825) off Pearl Harbor.



GO NAVY

