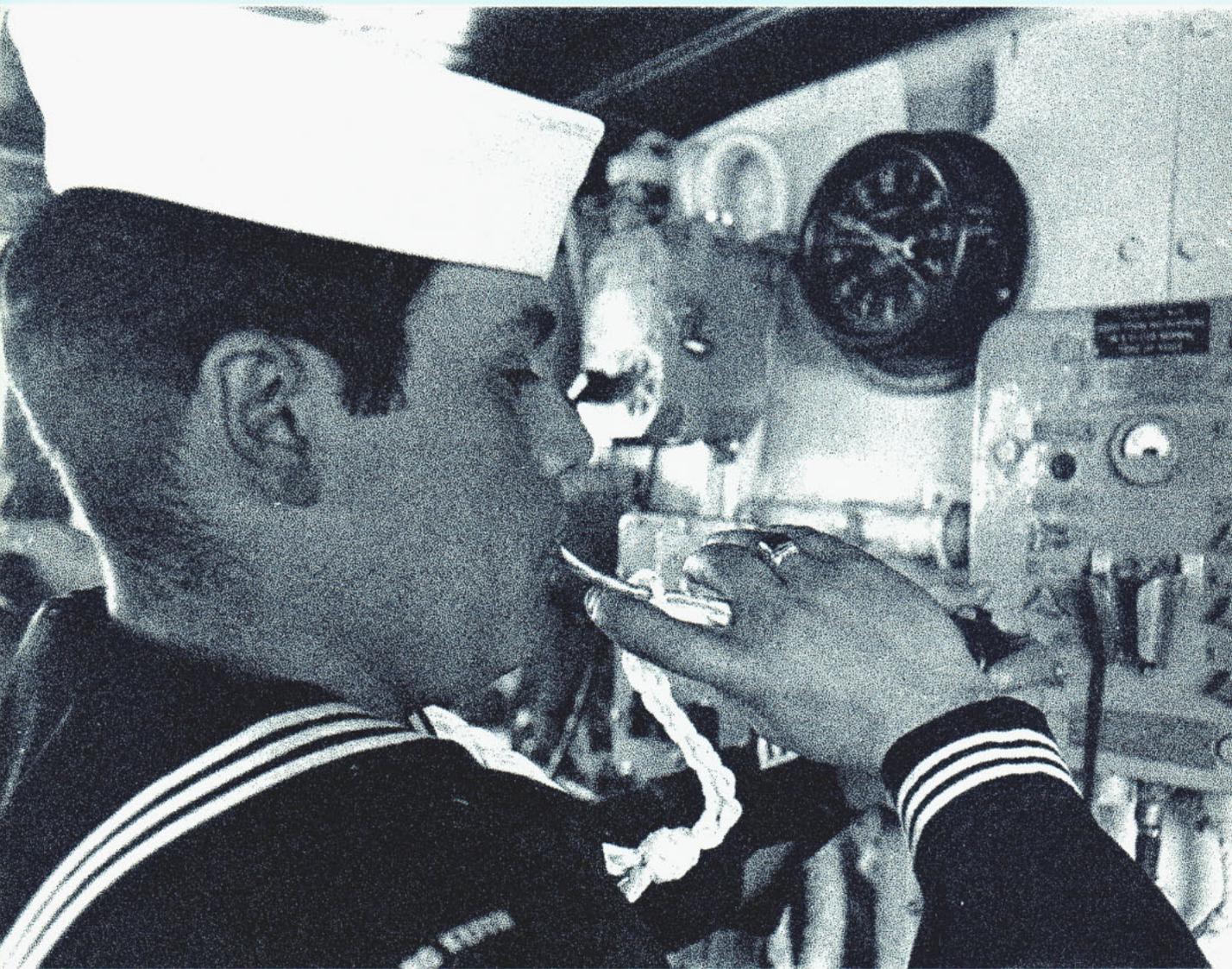


ALL HANDS



MAY 1970







ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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VICE ADMIRAL CHARLES K. DUNCAN, USN
The Chief of Naval Personnel

REAR ADMIRAL D. H. GUINN, USN
The Deputy Chief of Naval Personnel

CAPTAIN H. W. HALL, JR., USN
Assistant Chief for Morale Services

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John A. Oudine, **Editor**
Associate Editors

JOCS Dan Kasperick, USN **News (Acting)**
Ann Hanabury, **Research**
Michael Tuffli, **Art (Acting)**
Gerald Wolff, **Reserve**

• **FRONT COVER: PASSING THE WORD**—On board the destroyer USS Willard Keith (DD 775), Boatswain's Mate of the Watch uses traditional bosn's pipe—amplified by modern 1MC public address system—to call attention to announcement for all-hands.

• **AT LEFT: READY FOR LAUNCH**—In the Gulf of Tonkin, flight deck crewman watches as S2E Tracker antisubmarine aircraft are readied for launching from deck of USS Yorktown (CVS 10). This is a farewell salute to Yorktown, the famed "Fighting Lady" of World War II, which was decommissioned this spring after 27 years of service. —Photo by JO1 B. S. Whitehead, Jr., USN.



Fleet tug USS Mactobi (ATF 105) awaits orders for another tow job.

Life

Mactobi crewmen prepare to hoist tow-line shackle over the side to secure to barge.



On an Ocean Tug

BY MOST STANDARDS, the Fleet tug is a loner. Destroyers and many other types operate as escorts or with a task force.

"If one runs into trouble, help usually is close by.

"But when you're plowing the seas alone, you can't just *think* you're right, you've got to be sure."

Lieutenant Arthur Erwin was discussing his tour as commanding officer of the Pearl Harbor-based Fleet tug *uss Moctobi* (ATF 105).

"But sometimes . . .

"On one occasion in Vietnam we were moving along a narrow river with a tow in charge.

"All of a sudden this ship comes steaming down on us. Stopping was out of the question because of

the speed I had on my tow. And I knew it would be impossible for us to pass without one of us veering to the extreme starboard."

Moctobi began to zigzag.

"It worked perfectly. The ship passed to our port as we turned off the starboard bank."

The crew cheered.

THE FLEET TUG is small, squat, slow and unglamorous. But she is one of the hardest working ships in the Fleet.

Moctobi measures 205 feet from bow to stern and has a crew of 85 men. She has four sets of diesel engines which can produce more than 3000 horsepower.

Left: A *Moctobi* crewman uses a winch to put a strain on a ship's mooring line. Right: Men on board *Moctobi* stay down

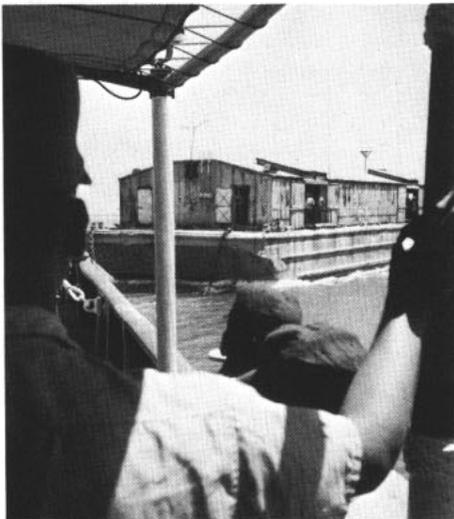
as they prepare for the dangerous job of unshackling a two-inch wire cable from the bridle chain attached to an ammo barge.



Fleet Tugs



Above left: Mactobi men unshackle tow-line from bridle chain of barge. Right: Mooring line from barge is secured to bitt on port side of tug.



Crewmen watch ammunition barge drift aft of Mactobi after being towed into the channel.

Without a tow, she can make 16 knots. Or, she can tow the largest aircraft carrier 2000 miles nonstop.

Mactobi's primary mission is long-distance towing of both large and small ships, and she has towed more than 64 million pounds since she was commissioned 25 years ago. A tow is a relatively simple procedure when the elements cooperate. But during rough weather, when heavy seas break over the tug's low bulwarks, the crew often must struggle with their machinery on the open fantail.

A Fleet tug usually does not have a standard de-

ployment schedule because she must be ready to respond to immediate needs in the Fleet.

In addition to towing, *Mactobi* performs salvage, rescue and diving operations, and is equipped to fight fire on ships. (*Mactobi* was a primary search and rescue ship during the fire on board the carrier *USS Enterprise* (CVAN 65) in January 1969.)

Commissioned late in World War II, *Mactobi* was named after an extinct Indian tribe of the lower Mississippi.

During the first days of the occupation of Japan, she assisted in docking cavalry division transports.

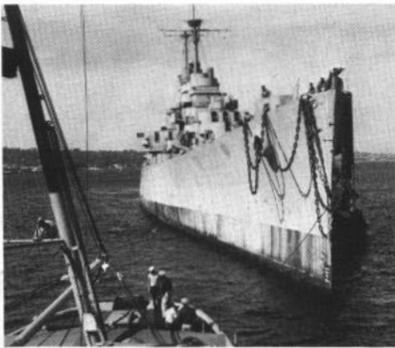
In recent years, she has worked her way between Pearl Harbor and Panama, the Republic of Korea, California, Alaska and the Republic of Vietnam.

Every other year, she visits Adak for three months' duty as a search and rescue ship.

IN 1962, *Mactobi* towed the disabled stores ship *USS Procyon* (AF 61) 800 miles and arrived at her destination two days ahead of earlier best estimates for the job.

She also towed the 85-year-old Scottish four-masted sailing ship *Falls of Clyde* to Honolulu where it was restored as a maritime museum. During this trip, *Mactobi* encountered 40-knot winds and 20-foot seas.

Officers and enlisted men on board *Mactobi* enjoy high morale and mutual respect which the ship's executive officer, Lieutenant (jg) James Bartholomew, believes is characteristic of crews of Fleet tugs.



Auxiliary ocean tug USS *Kalmia* (ATA 184) is 60 feet shorter than an ATF such as *Moctobi*, but can still do a man-sized job.

Pictured above is the biggest task of *Kalmia's* career—towing the ex-cruiser *Vincennes* from San Diego to San Clemente Island.

"In a small crew, each man is — and feels like — an individual. This is reflected in our high reenlistment rate."

There are pluses in the morale column, but the work routine is varied by necessity.

"We have less specialized talent than the larger ships. Everyone performs many jobs, and if one man doesn't do his job, everybody knows it. This in itself is incentive to do your job well.

"It's not unusual to find a yeoman at the helm, or a radarman helping to rig for a fueling operation."

The exec himself believes tug duty has given him better perspective on what the Navy is all about.

"As a jaygee on a destroyer, sometimes I found the directions that came down to me puzzling. Now as an executive officer, I can see operations from a different vantage point, and it makes sense."

—JO3 Sylvia M. Rosas

Auxiliary Ocean Tug

THE AUXILIARY OCEAN TUG, some 60 feet shorter than the ATF, is another small ship of many talents. *uss Kalmia* (ATA 184) is a case in point.

Kalmia was commissioned in November 1944. She operated in the Philippines until 1946 and then was decommissioned and placed in an inactive tug division.

Recommissioned in 1952, she was fitted with a launching platform for drone aircraft and assigned to

First Fleet operations out of San Diego. Measuring 143 feet over-all and 33 feet at the beam, and with a crew of only five officers and 41 enlisted men, she became known as the world's smallest aircraft carrier.

In June 1967, *Kalmia* was reassigned to the Service Force, Pacific, under the operational control of Service Group One in San Diego. Her drone launching capability was removed and for the first time since World War II, the versatile tug began to act like one.

One of her first tows involved moving two barracks ships from Panama to Long Beach. Her tows since have included barges, a submarine, a minesweeper, buoys used to photograph missile shots and ship gunnery targets including those used by the battleship *uss New Jersey* (BB 62).

The largest tow of *Kalmia's* career occurred last October when she moved the cruiser *Vincennes* (CL 64) from San Diego to a berth at San Clemente Island. (The cruiser is more than four times longer than *Kalmia* and 10 times her displacement.)

Kalmia recently towed the research craft FLIP to Panama. She next assisted *uss Reclaimer* (ARS 42) in the installation of the Inter-Seamount Acoustic Range transmitter off the coast of Southern California.

For the latter, *Kalmia* was commended by the Commander of the Naval Undersea Research and Development Center: "The precise positioning of *Reclaimer* by *Kalmia* for prolonged periods required the finest judgment and superior seamanship."

—LTJG Frank D. Andruss, Jr.

A CONTINUING PROGRAM FOR CAREER



MOTIVATION

IT WAS JUST OVER A YEAR AGO that Admiral Thomas H. Moorer, Chief of Naval Operations, convened the U. S. Navy Career Motivation Conference, 1969, at Patuxent, Md. The Conference was composed of senior representatives of 34 major Fleet and selected shore commands. Its function was to find feasible actions to improve officer and enlisted career motivation.

Primary emphasis was placed on in-house actions that could be taken in the Navy without depending on help from the Department of Defense or the Congress.

The first report of action being taken was published in the November 1969 issue of ALL HANDS, which summarized some 50 of the Conference recommendations. To keep the Fleet current with the progress being made to make our naval service an even better way of life for both the Navyman and his family, this second report covers another 20 recommendations.

The Conference recommendations have now been combined with those of the Secretary of the Navy's 1965 Task Force on Personnel Retention, and recommendations developed by the Navy for the Project Volunteer Committee, to form the Navy's Career Motivation Program.

The Career Motivation Program is designed to ensure that each important aspect of naval service is monitored and further to insure that it is making a positive contribution to career motivation and retention. This program is receiving increasing interest throughout the top levels of Navy management including Secretary of the Navy Chafee's personal involvement in many of the major tasks.

Many of the recently enacted recommendations are also being checked by the Navy Inspector General during inspections of various Fleet and shore commands. The top items on the Inspector General list of "special interest" items are the factors that relate to personnel.

Here is a tabulation of some of the recent actions taken in support of the Career Motivation Program:

• **A FAMILY AFFAIR**—The Career Motivation Program shows the Navy's interest in the individual Navyman and his family. Below, left: ADM Moorer answers career questions during shipboard visit.

Recommendation: Give greater publicity to the careerist orientation of most Navy benefits and incentives to counter the misconception voiced by many Navyman that they favor the first term and forget the careerist.

Status: A continuing program to dispel this misconception has been initiated, including reports in recent issues of ALL HANDS. In the November 1969 issue, in his article on "Leadership," Master Chief Petty Officer of the Navy Delbert D. Black reminded career petty officers of most of the major benefit programs — all career-oriented. The Navy's chief petty officers and career counselors can do much to put these comments to rest. The most recent action pointing up the emphasis on behalf of career professionals is in two new directives:

• BuPers Notice 1070 of 26 Jan 70 eliminates the old "clean slate" concept of keeping personnel records (See page 00).

To recognize the fine service of the vast majority of career petty officers, modern policy requires the carrying forward of Enlisted Evaluation Reports for previous enlistments and a copy of the service record page 9 listing previous performance marks.

It also encourages carrying forward commendatory letters in the record. This new system assures career petty officers that all of the information needed to show their abilities and eligibility for advancement, responsible positions and special programs is a matter of record. It will enable commanding officers to make wiser personnel decisions about new men aboard without having to wait to gain experience with a new man.

• OpNav Notice 1050 of 17 Dec 69 established a policy of increased use of leave. It requires vigorous command efforts to make it possible, and stresses its importance for career personnel.

Recommendation: Provide storage ashore for Fleet bachelors' personal effects, and for automobiles where feasible, when deployed.

Status: OpNav Notice 1740 of 14 Jan 70 requires base commanders and station commanding officers to attempt to develop storage space ashore for Fleet

CAREER MOTIVATION

bachelors for stowing their cars and personal effects while they're at sea. These are interim measures to alleviate the lack of storage space for personal effects of bachelors serving aboard ship, while we pursue longer range actions in the Career Motivation Program. (For more information on this subject, see page 42 of April issue of ALL HANDS.)

This program depends greatly on ingenuity and initiative in the use of existing buildings and real estate, but the Fleet should begin to see results soon. In a related action, the President has recently signed an Executive Order giving single men the same break as family men in being able to continue to draw BAQ during PCS for up to 30 days and during leave for up to seven days.

Recommendation: *Take steps to ensure that all aspects of the service bearing on the life of the Navyman and his family make a positive contribution to his career motivation, or at least do not detract from it.*

Status: OpNav Notice 1700 of 29 Dec 69 established a Navy Services and Benefits Council System at major Fleet complexes (ALL HANDS, March 1970, page 50).

These councils provide a mechanism which will improve the ability of commanders and commanding officers to ensure that personnel services and entitlements in the Navy are as responsive and satisfactory as possible. It is aimed at improvements in services like disbursing, legal assistance, moving, claims services, family services centers, commissaries and exchanges, medical services and emergency services like Navy Relief. It is also aimed at increasing the participation of Navy wives and wives' organizations.

The councils should be chaired by a flag officer from the Fleet in the area, and include his Career Motivation Officer and Senior Enlisted Advisor, representatives of Fleet commands in the area with their Career Motivation Officers, and representatives of wives' organizations, as well as representatives of personnel services and benefits.

Recommendation: *Establish policy of providing organizational clothing for specified functions and incorporate into Uniform Regulations.*

Status: Change to *Uniform Regulations* in BuPers Note 1020 of 28 Feb 1970 requires organizational

clothing of coverall type to be furnished by the command for *all* dirty work, such as engineroom and fire-room work, battery locker work, side cleaning and so on. It will also allow purchase of stocks of dungarees for this purpose (which should help the conversion to the new Blue Working Uniform). (See page 52.)

Recommendation: *Establish a Surface Combatant School to provide concentrated training in shipboard division management and watchstanding.*

Status: This task is designed to give junior officers entering the Fleet in surface combatants the skills they need to fulfill earlier their leadership and personnel administration responsibilities as division offi-



cers and to be able to qualify more quickly in deck and engineering watchstanding.

The Career Motivation Conference recognized that this would address the problems of junior officers' motivation relating to their desires for responsibility and for recognition through watch qualifications, and also the problem relating to both the career motivation of new Navymen and the leadership and motivation of career petty officers.

On a pilot project basis a Surface Line Officer School will be opened this fall in the facilities of the Naval Schools Command in Newport, R. I. The initial course will be six weeks in duration with 24 officers per class during the pilot phase.

Recommendation: *Provide a system for personalized attention to the needs of families of all deployed personnel as is now practiced by many commands.*

Status: Many deploying units issue newsletters or familygrams and make arrangements for someone in the home port to keep contact with families to provide

assistance when needed and to keep them well informed. While there has been no explicit Navy-wide policy, this type of communication effort is encouraged (see below).

OpNav Notice 1750 of 5 Feb 70 requires Fleet commanders to have type commanders establish a contact point at the home port of each deploying unit (ALL HANDS, April 1970, page 42). This officer is to keep in touch with the families and be available to provide assistance to families of deployed personnel in times of emergency or for advice in personal matters. In addition, commanding officers of deploying units are encouraged to keep wives and families informed about the commands' employment, whom to contact for assistance in emergencies, and so forth, through the family letter.

This is one of the best ways to show the Navy wife that the Navy is concerned and to increase her sense of belonging. (See page 42 of April issue.)

Recommendation: *Eliminate practices which demean the word or status of naval personnel.*



• SOME OF MANY areas of Navy life affected by the Career Motivation Program are illustrated in these photos: the essential role of the Navy wife in her husband's career; efforts to eliminate auto parking and storage problems; support of Family Services Centers; and improvements in shipboard habitability.

CAREER MOTIVATION

Status: This is a task that will never be fully completed, but is continuous in nature.

The most recent action in this area is the elimination of the requirement for officers and career petty officers to show an identification card to enter a commissary while in uniform, a major irritant to Navymen for years (See page 47).

The success of this change requires that each Navyman carefully protect the commissary benefit. It also requires that commands promptly and invariably discipline every violator. This, in turn, requires your willing cooperation — if commissary personnel ask to see your identification as a spot check at a checkout counter or other location, you should remember that they are protecting your benefits as an active duty Navyman.

Recommendation: Centralize the reporting-in and detaching functions at stations.

Status: OpNav Notice 5200 of 20 May 69 stressed the need for commands to try to reduce to a minimum the number of separate offices at which Navymen or



their wives must personally present themselves when reporting or being detached. Some improvements have been made since then. But because of the importance of this to motivation, a new directive, OpNav Notice 5200 of 27 Feb 70, has been issued. This notice directs positive actions to reduce the number of separate offices you must go to. It also endorses

procedures like telephone check-in, the use of duty vehicles and buses for transportation and similar actions. It reemphasizes the importance of these procedures to good first impressions and last impressions. The Navy Inspector General has added a check of this item for compliance during inspections in the command inspection system.

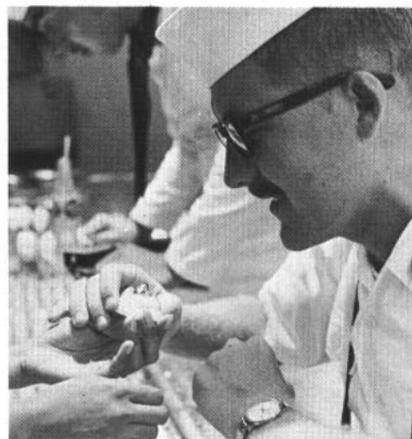
Recommendation: Conduct an organized review of all prescribed officer collateral duties in order to:

- Reduce the administrative workload on junior officers to give them more time for professional qualification and leadership development.
- Reduce the paperwork load on the Fleet.

Status: Substantial reductions in 10 collateral duty requirements have been previously reported. (For an earlier summary, see ALL HANDS, November 1969, page 40.) The Office of the Chief of Naval Operations is developing a computerized reports system, which will include a detailed index of report contents. For the first time, studies and reviews for duplication and overlapping will become practical. A similar system is being developed for directives. These parallel programs will, it is hoped, result in significant improvements in the burden of administrative directives and reports.

CNO is also issuing instructions in the near future which will give policy guidelines on reducing the use of existing collateral duties and sets up a con-

• LEFT TO RIGHT: Navy couple receives help in finding housing. Family services for Navymen are available 24 hours every day. Many gifts bought by servicemen on combat cruises may still enter the U. S. duty-free. Junior officers' collateral duties are being reduced, and a Surface Combatant School is under study to provide them with better preparation for shipboard responsibilities.



trol point in OpNav to control creation of new ones.

Recommendation: *Extend career personnel benefits to career-designated third class petty officers with under four years of service.*

Status: At a date to be announced personnel benefits will be extended to career-designated third class petty officers with over two years' active duty and a total active duty commitment of six years. These benefits are expected to be approved to begin on 1 July 1970:

- Travel of dependents
- Transportation of household effects
- Dislocation allowance
- Trailer allowance (in lieu of transportation of household effects and dislocation allowance)
- Transportation of automobile overseas
- Overseas allowances
- Evacuation allowance

This new policy should reduce the burdens faced by the first-term petty officers who must execute PCS orders. It should give them and their families a clearer sense of the Navy's concern for the career-oriented petty officer.

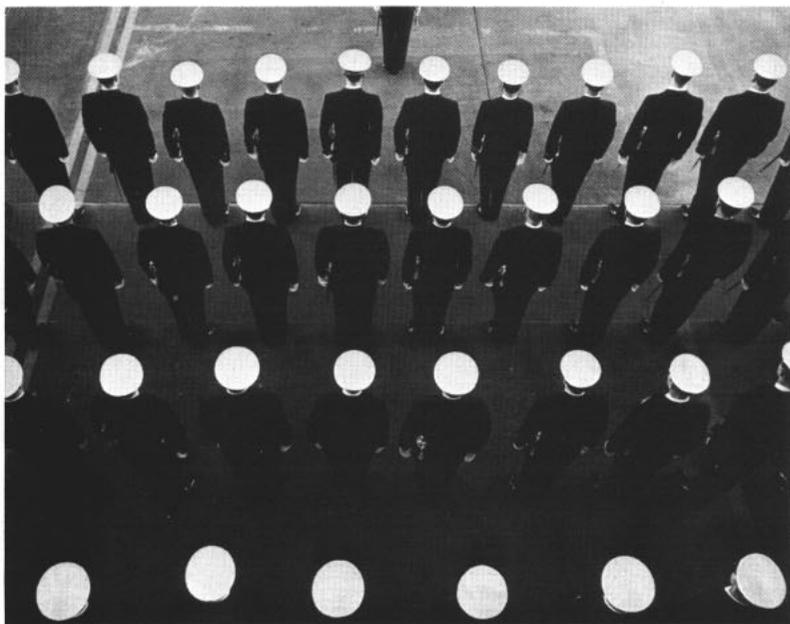
Recommendation: *Determine actual parking deficits and initiate corrective actions.*

Status: OpNav Note 11000 of 19 Mar 70 requires a review of the use of existing parking facilities and identification of the shortage of parking spaces against standards. Aimed primarily at the problem of inadequate provision for Fleet personnel, this action goes with the other previously reported, NAVFACENGCOM is changing planning standards to include Fleet personnel in planning. Interim actions to provide secure parking for Fleet Navymen's cars when they get underway is described above.

Recommendation: *Extend duty-free entry of gifts.*

Status: Public Law 91-180 extended for two years the existing law allowing the duty-free entry of gifts not exceeding \$50 in retail value, from members of the Armed Forces serving in combat zones.

Recommendation: *Authorize commissaries to accept food stamps.*



CAREER MOTIVATION

Status: Beginning this summer, Navymen eligible for Agriculture Department food stamps will be able to use them in commissaries. Low income families can purchase these stamps for a fraction of their value in buying food. This welfare benefit, available for many years to citizens for use in civilian stores, can now be effectively used with the commissary benefit of naval service.

Recommendation: *Conduct a study to relate retention rates to shipboard habitability.*

Status: BuPers has completed a preliminary shipboard study showing the relationship between retention rates and shipboard habitability. Based in part on an analysis by CINCLANTFLT, it contains significant recommendations establishing and maintaining standards for living and working conditions built into ships.

STILL ANOTHER EFFORT in the Career Motivation Program has recently been published. Studies by the Retention Plans and Programs Division of the Bureau of Naval Personnel showed that many officers and petty officers were building up large leave balances and losing substantial amounts of leave year

after year. Annual leave is meant to provide an opportunity for rest and recreation and to get away from the stress of day-to-day duties. It also gives the Navyman a chance to spend good long periods at home with family and friends.

Admiral Moorer, in OpNav Notice 1050 of 17 Dec 69, enjoins all commanders and commanding officers to afford the opportunity and encourage all hands to use their entire 30 days of leave each year.

For maximum benefit to both the Navyman and his command this should include at least one period each year of 10 to 14 consecutive days of leave. The Notice further reminds us that all of the leave authorized between duty stations should, except in the most unusual circumstances, be taken. This policy takes special notice of the concern for those in career service.

• **CONCERN WITH PEOPLE** was the theme of the Career Motivation Conference. VADM C. K. Duncan, Chief of Naval Personnel (second photo from left) at initial conference, encouraged members of the conference to use their imaginations in proposing new policies for the benefit of Navymen and their families. They followed his advice. The results are detailed on these pages.





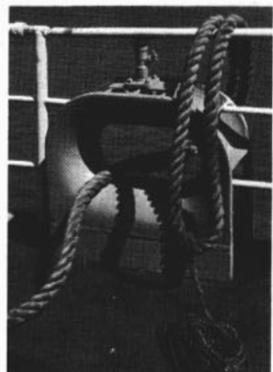
THE CAREER MOTIVATION PROGRAM

- To ensure that every program bearing on the life and service of each Navyman and his family makes a positive contribution to career motivation.
- To stimulate at every level of command personal interest in the vital task of keeping high quality personnel in career service.
- To increase the sense of participation and personal involvement at every level of leadership—commanding officer, officer, petty officer—in career motivation.

CAREER MOTIVATION: CHALLENGE TO LEADERSHIP

SUMMARY OF ACTIONS PREVIOUSLY INITIATED IN CAREER MOTIVATION

- Conduct an organized review of collateral duties.
- Increase the potential motivation of Reserve ensigns by a system of performance review and rotation after 18 months of service.
- Include shiphandling training in the Command Inspection System.
- Modify regulations governing alcoholic beverages to make them not more restrictive than applicable local laws.
- Give greater publicity to the careerist orientation of Navy benefits and incentives.
- Establish an officer career counseling program.
- Have type commanders establish minimum criteria for formal certification of qualification as Officer of the Deck.
- Require that leadership performance be recorded in officer fitness reports to ensure that officers with a high quality of personal leadership are selected for command.
- Provide sea tour continuation benefit for petty officers.
- Include requirements for customer relations skills in rating manuals and training in personnel services ratings (PN, YN, HM, DS, DT, CS, and SH).
- Redistribute personnel services rating skill levels to provide improved levels of service in small commands.
- Man independent duty personnel services billets with qualified senior petty officers only.
- Expand PN Class A School to provide 100 per cent of the input to the rating.
- Workstudy personnel officer billets and all officer and enlisted billets in the personnel services field to improve service.
- Streamline and modernize personnel administrative records and procedures.
- Establish an Administrative Officer package course.
- Centralize the reporting-in and detaching functions at stations.
- Incorporate parking criteria for support of Fleet personnel in shore facilities planning.
- Eliminate restrictions on the use of recreation facilities which tend to irritate or appear demeaning without being essential.
- Insure that the hours of operation in recreation facilities are responsive to the needs of Fleet personnel.
- Standardize credit union membership policies and practices to insure that all Navy men have convenient access to full credit union services, preferably those which are Navy sponsored.
- Include information on legal services and medical services in Family Services Centers brochures.
- Establish recruit selection criteria to improve retention.
- Update the Wardroom Manual to provide improved communication between junior and senior officers.
- Allow use of recreational facilities for scuba diving by Navy men.



DUBUQUE DECK FORCE spells SALT

WHAT IS a deck force?

Officially, it's the part of a crew whose men keep up the exterior of the ship, maintain and operate the ship's boats, rig lines and handle cargo during underway replenishment, anchor and moor the ship, and stand various bridge and deck watches.

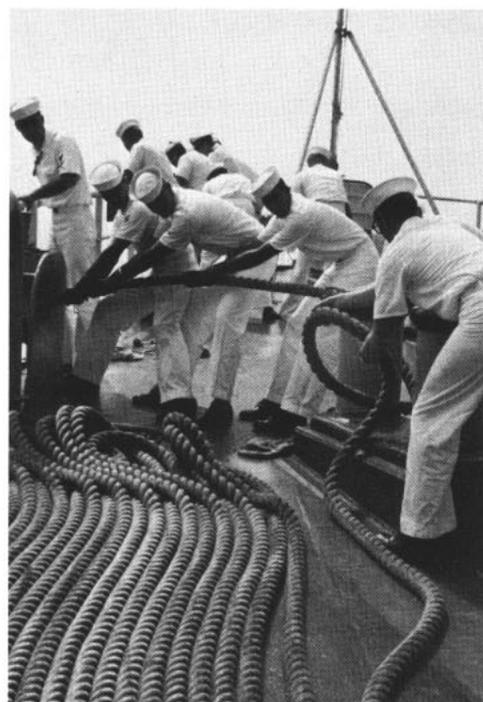
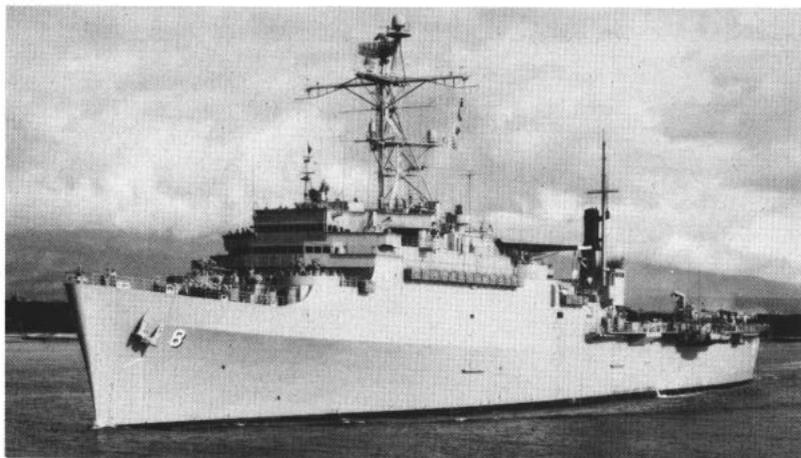
But a deck force is more than an assortment of jobs; it's a certain way of doing those jobs. The bosn's mates and their strikers, more than any other crewmen, keep a flavor of the old Navy in their work—even when they use modern equipment.

They're almost the only Navymen left who know how to splice rope, rig a bosn's chair, make fancy knots, rig and bend lines, and make a bosn's pipe talk.

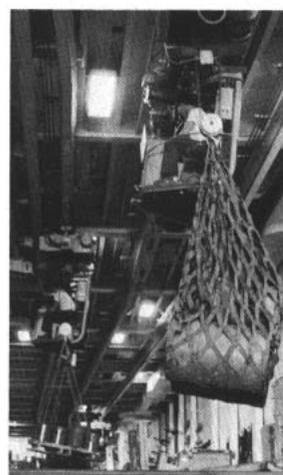
But their mastery of these skills doesn't mean they're out of date. They also load and unload helicopters, operate cranes and forklifts, use electric tools even to chip paint — and amplify the wail of their ancient bosn's pipe with a modern public address system.

THE DECK FORCE of the amphibious transport dock *USS Dubuque* (LPD 8), shown at work on these pages, is a good example of the special mixture of old and new in the work of master seamen in the space age.

Dubuque, only two years old, benefits from the latest advancements in marine technology to perform her mission of transporting Marines and cargo and landing them by boat and helicopter.



Dubuque's deck force men use the old skills in anchoring and handling boats and lines. But they also have new tools of the trade: monorail cranes and helicopters for quick cargo moving.



She is equipped with seven cranes. One, a boat and aircraft crane with a 30-ton capacity, is used to hoist vehicles, helicopters and small craft. Six monorail cranes, each capable of carrying four tons, run the length of her well deck and upper vehicle stowage to load and unload boats in the well deck.

During the ship's most recent Vietnam deployment, the men of the deck force put the cranes to full use. They worked 36 hours straight loading Marines and cargo aboard in Cua Viet, Republic of Vietnam, and then 30 hours at a stretch unloading them in Okinawa.

ANOTHER NEW development that has reduced the need for manual labor in the deck force is the

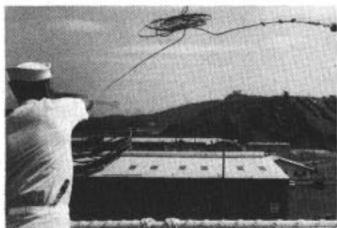
vertical replenishment — transfer of supplies by helicopter from a combat store ship to another ship such as *Dubuque*.

Vertreps often make it unnecessary to use the complicated linehandling procedures of underway replenishment by highline. *Dubuque's* Chief Boatswain's Mate Stanford F. Lohmann welcomes a vertrep as "so much easier and faster" than an unrep by highline.

But no matter how many mechanical improvements may come, there is always a need for the special knowledge and skills of the bosn's mate.

The deck seaman, like his forebears on sailing ships, still knows how to rig a block and tackle, a bosn's chair or a stage. He carries a marlinspike and knife at his hip, as deck sailors have for centuries.

SALT



Photos clockwise from upper left: (1) Crewman throws heaving line to pier. (2) Seaman perspires freely during difficult refueling. (3) Sidecleaners use bosn's chairs and stages while washing and painting hull. (4) 1st Lieutenant supervises line-handling.



Even with new power brushes and chipping hammers to help in the constant war against rust, the deck force's basic weapons are still the hand-powered chipping hammer and scraper.

MARINE ENGINEERS have not yet designed boats that don't need coxswains or maintenancemen. *Dubuque's* five boats — a 26-foot motor whaleboat, two LCPLs and two LCVPs — all must be cared for and operated by men who know more about the sea than a book can teach.

Many of the topside watches underway are stood by deck-force men: bosn's mate of the watch, messenger of the watch, helm, lee helm, two forward lookouts, and a coxswain and bowhook for the

whaleboat, which serves as the ship's lifeboat.

The men stand watches in five sections. "That's one difference from the old Navy," says Chief Lohmann. "We stood in three sections."

One of the hallmarks of the old Navy remains the same, however.

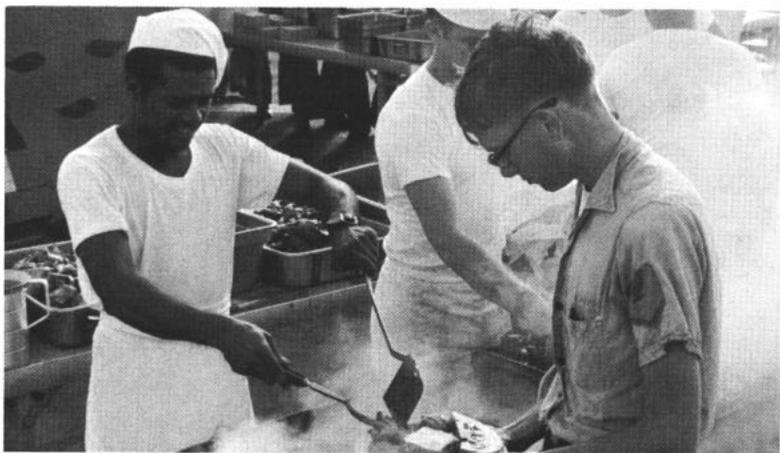
"We have pride in the work we do," said one seaman. "There's a feeling of accomplishment when you're done swabbing, or chipping and painting."

It's the feeling of a job well done. Whether the means are old or new, the deck force earns that satisfaction.

—Story by JOSN Kenneth J. Cottrell, USN
—Photos by JOC John D. Burlage, USN



Photos clockwise from bottom left: Steaks grilled to order are served on the flight deck of USS *Dubuque*. (2) Moved from the mess decks to the flight deck, tables are crowded with crewmen enjoying the outdoor barbecue. (3 and 4) *Dubuque* crewmen line up in the chow line.



USS DUBUQUE BARBEQUE

BILLOWING CLOUDS of white smoke drifted across the flight deck of the Seventh Fleet's amphibious transport dock *USS Dubuque* (LPD 8).

They were accompanied by shouts of "I'd like a medium rare" and "Pass the salt and pepper" from the crew.

The smoke was from the charcoal used to grill more than 650 steaks and chicken portions for a barbecue on *Dubuque's* flight deck one Sunday afternoon while the ship was underway in the Pacific.

During the ocean barbecue, some 200 officers and enlisted men moved in a line that snaked past trays of baked beans, potato salad, vegetables, watermelon and ice cream. Tables were carried up from the

ship's mess decks and set up picnic-style on the flight deck to handle the crowd.

The barbecue was a welcome break in routine for *Dubuque* crewmen. They had been transporting U. S. Marines and their cargo from Vietnam to Okinawa as part of the current redeployment of troops from the combat zone. The job meant long hours, hard work and extended at-sea periods.

The ship's crewmen enjoyed their outdoor meal. Said seaman Robert Medan, for instance, "It was an extra unexpected surprise." The barbecue occurred on his birthday.

—Story by LTJG James C. Roberts, USNR.

Graduate, OCS

FOR NEWLY-COMMISSIONED Ensign Gary R. Hooper, the extra responsibility and hard work of being the student regimental commander at the Navy's Officer Candidate School (OCS) were demanding but rewarding.

Hooper, who now attends specialized schools at the Naval Station in San Diego, was graduated from OCS at Newport last February.

One of 4000 officers graduated by OCS each year, Hooper led the 625-man regiment during the third month of his four-month course.

The Navy trains 44 per cent of its officers at OCS during a strenuous course which includes seamanship, navigation, weapons, and engineering. This training helps to prepare new officers for duty at sea.

For most candidates, the normal curriculum of 565 hours packed into four busy months is almost overwhelming.

Below left: Regimental Commander Hooper and staff salute during final review. Right: Hooper ponders a problem in the Maneuvering Tactics Trainer. Opposite page: Administrative paperwork and other duties often leave only four hours a night for sleep.

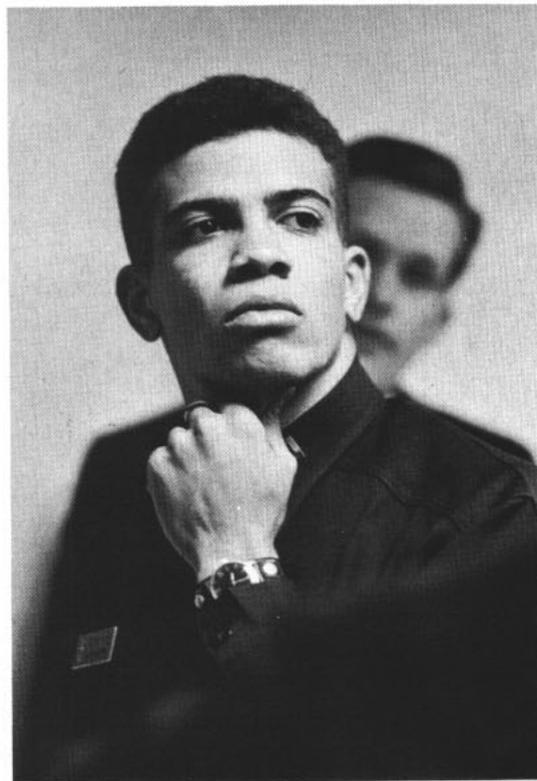
For Hooper, the additional responsibility of regimental commander called for extra measures of time and energy. Typically, his day started long before dawn, and ended 20 or more hours later.

HIS JOB INCLUDED virtually all responsibility for regimental formations and the military discipline and bearing of all officer candidates. His father is a retired Air Force master sergeant, but Hooper, like most officer candidates, had no previous military experience.

A graduate of San Jose (California) State College in June 1968 (bachelor of science), Hooper was an operations supervisor for an insurance company before he entered OCS last fall. After three months as a regular officer candidate, he was selected for regimental commander because of his leadership potential.

While keeping up with his regular studies, Hooper also had to form his staff of subordinates. "When I took the job I had to explain my policy and establish lines of communication," he stated.

The usual day for Hooper began at 0530. Besides preparing his own lessons, he supervised morning formations, saw to it that everyone was present and en-





sured that military appearances were up to standard. CLASSES AND DRILL demanded six to seven more hours, and competitive sports such as volley ball, tug-of-war and basketball occupied most of the early evening.

At 2100, while most students were studying, Hooper conducted a regimental officers' meeting to issue personal directives and general information.

An hour later, with members of his immediate staff, he would begin practice for a pass-in-review ceremony scheduled for the next morning.

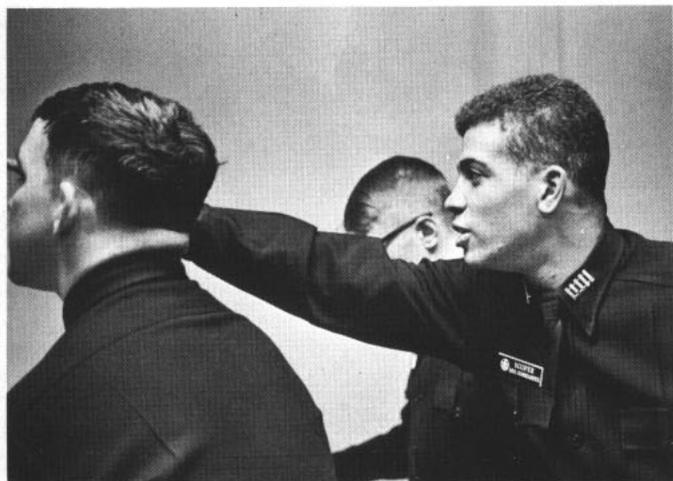
At 2330, Hooper would be in his room to start four more hours of work on regimental business and regular study. "These hours were about average for a Friday."

Looking back, Hooper believes his first big responsibility has helped him in a number of ways. Mainly, he was able to work with senior officers and gain insight on the problems of effective naval leadership.

At the regiment's final pass-in-review, Hooper was presented with a gold watch from the Reserve Officers Association for his leadership performance.

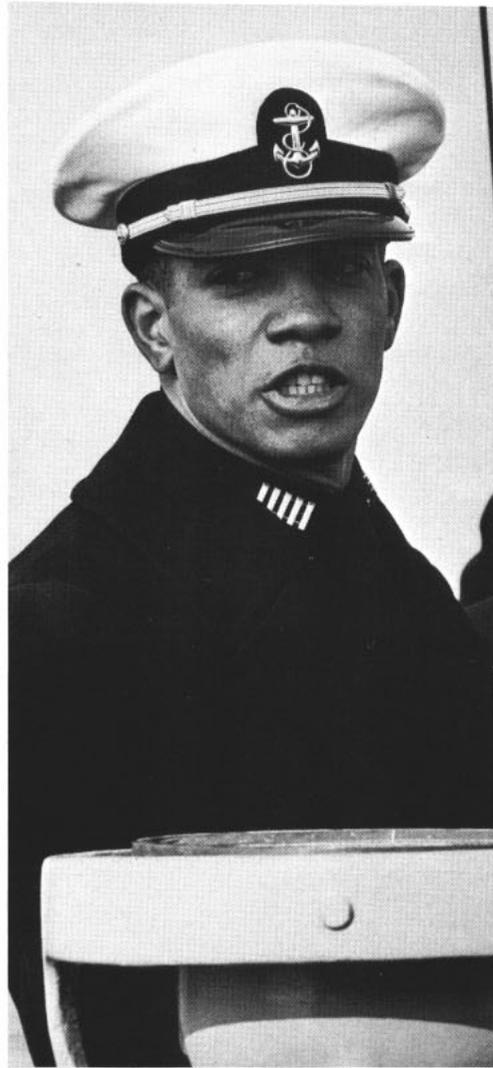
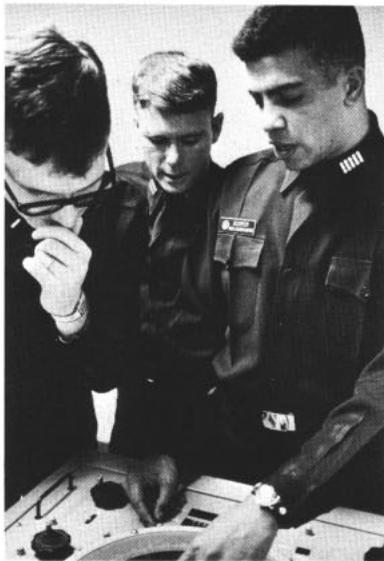
Proud to wear his new gold stripe, ENS Hooper has reported to the Fleet Training Center at San Diego Naval Station. After training, he will report to the destroyer *uss Collett* (DD 730) which operates from Long Beach.

— Story and Photos by
PHC William M. Powers.





Opposite page above left: Hooper points out ship movements on TV screen in the OCS computer-controlled Maneuvering Tactics Trainer. Below left: Surrounded by staff, he makes a point during regimental officers' meeting. Center: Hooper watches rudder indicator, while taking his turn as helmsman of training craft. This page above left: Working at radar repeater, he points out unit positions during shiphandling maneuver in electronic trainer. Right: Hooper calls out orders while serving as OOD of training craft. Below left: Newly commissioned ENS Hooper leaves OCS with friend, Valerie Thompson.





subinsurvpac

IN THE NAVY, teamwork is a necessity—but sometimes a team works best by splitting up.

The Sub-Board of Inspection and Survey, Pacific Coast (SubInSurvPac), proved it recently when the board's inspectors checked out three new warships in one week.

For the first time in its history, SubInSurvPac's 33 members divided into three teams to conduct preliminary acceptance trials of *uss Peoria* (LST 1183) and final contract trials and materiel inspections of *uss Juneau* (LPD 10) and *uss Hepburn* (DE 1055)—all at the same time.

In its 88 years of existence, the Board of Inspection and Survey has become used to finding new ways to do its job — testing the condition of all the Navy's ships. Ship design has come a long way in that time, but the InSurv board and its sub-boards have kept up with the times.

THE THREE SHIPS tested by SubInSurvPac in that one busy week are all members of the new generation of Navy vessels. Technologically complex, full of new equipment and new concepts in design, they would challenge the skill of any inspector.

Peoria and *Juneau* are each the second of a new class. Both are bigger and better suited to their jobs than earlier LSTs or LSDs. InSurv's job is to see that their new equipment — such as *Peoria's* over-the-bow ramp and side propulsion units — works as it should, and that all systems work well together.

Hepburn, equipped with the latest sonar, radar, ASW rockets and torpedoes, and other sophisticated gear, required the same kind of careful checkout. She is the fourth in her class — still an early enough model



to have "bugs" that need to be found and corrected.

When the InSurv Board was formed in 1882, it was given the responsibility of reporting to the Secretary of the Navy on the material condition of vessels.

NOWADAYS, the board has three principal jobs:

- It conducts trials and inspections on all new ships, and on one or more aircraft of a new type, before they are accepted for naval service.
- It performs material inspections on all active ships once every three years, and on all reserve ships before they are overhauled, converted or activated.

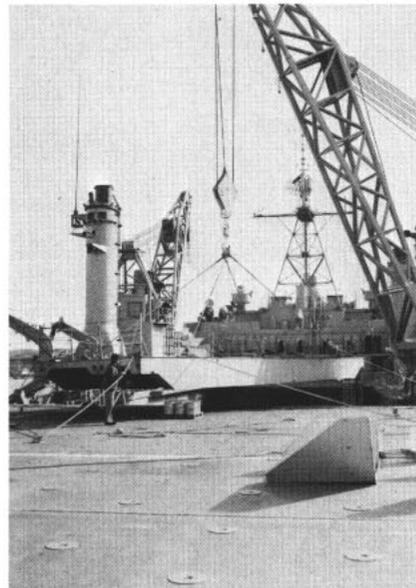




Photo far left: SubInSurvPac conducted preliminary acceptance trials of USS Peoria (LST 1183). Final contract trials and materiel inspections of USS Hepburn (DE 1055), left, and USS Juneau (LPD 10), below, were conducted by SubInSurvPac.



Photos below: Members of the Sub-Board of Inspection and Survey, Pacific Coast, observe a demonstration of the portability of the flight panels and mezzanine deck panels installed on USS Anchorage (LSD 36).

• It surveys vessels when their fitness for service is doubtful, or before they are stricken from the Navy List.

Those three duties keep InSurv's 91 members — 25 in Washington and 33 in each of the sub-boards in San Diego and Norfolk — busy most of the time.

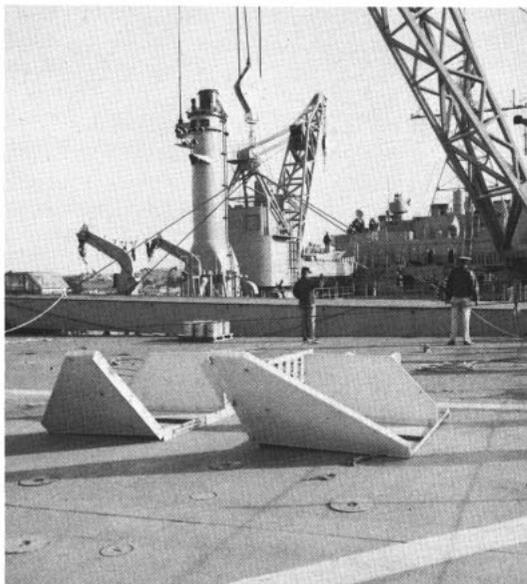
They've had their hands even fuller than usual recently, as many obsolete vessels have been stricken and new, sophisticated ships built to replace them.

ON THE AVERAGE, a member of SubInSurvPac inspected five and a half ships a month in 1969, traveled 34,000 miles during the year and spent about

half of his working days away from home base. During a tour with the board, it isn't unusual for a member to complete 100,000 miles of air travel — not counting all the miles of steaming at sea.

Such a demanding assignment requires officers with technical competence and considerable Navy experience. SubInSurvPac members have an average of 22½ years' naval service.

For the InSurv board, dividing up a team to inspect three ships at once was new — but not unusual. It's routine for the board to find new ways to do its job: making sure that all the Navy's ships are in shape to perform any mission they are assigned.





A Sampling: Serving the Community



A FRIEND, according to the dictionary, is one who seeks the society and looks out for the welfare of another whom he holds in affection, respect or esteem.

The definition fits the students at the Navy Supply Corps School at Athens, Ga., who knew a lot of people in the world were in need of friendship and some of them lived only a few blocks away.

Because there were many who needed friendship and relatively few at the school, the students organized their efforts. The school's administration authorized a Community Service Council having a representative from each officer company, two enlisted staff representatives and one representative each from the civilian employees and the Navy Wives Club.

Two staff advisors and a chairman (the chaplain) rounded out the council. Other organizations connected with the school, such as the Navy Officers' Wives Club, helped out.

The council serves as a clearinghouse for ideas and administers the projects undertaken by the school's students. And there is no scarcity of administrative detail because strict accounting is made of each activity's success.

The council settled on two long-range objectives which it sought to achieve through the Big Brother Program (which is operated on a nationwide basis) and a local enrichment program (designed to help children living in East Athens.)

The Big Brother Program got underway at the Navy



Boys who have been exposed to the Big Brother Program over a period of time usually raise their aspirations and show improved performance in school. Antisocial behavior, when it exists, frequently decreases or disappears under the influence of a friendly man, too.

The Supply Corps School students in the program are, of course, volunteers. Incoming officers who are interested in the Big Brother Program discuss it with their representative on the Community Service Council and with others who have already become big brothers. Selections are made on the basis of these interviews.

THE COUNCIL DECIDED the school's participation in the program could provide a continuing contact for 40 boys so the number of officers in the program at one time is limited to that number, plus those who are designated as replacements.

The number was limited so that no boy would be

OPPOSITE PAGE: The wife of an NSCS ensign works—and plays—with disadvantaged children from East Athens in the school-sponsored enrichment program, helping to provide friendship, recreation and educational outlets for the children. On this page: NSCS Big Brother helps his Little Brother make a kite.



Supply Corps School in the fall of 1969 with odds running against its success because of the relatively short time (six months) the officer students are stationed in Athens. With enthusiastic participation, however, and good administration, the odds soon turned in favor of making good.

As many already know, the Big Brother Program operates on the premise that young boys need the masculine influence of an older male. The program seeks to provide that influence for boys who have lost their father and for whom such influence would otherwise be lacking.

dropped from the program because there was no big brother for him. Such a procedure could cause irreparable damage.

When a big brother graduates, he is replaced by an incoming student who, whenever possible, is phased into his contact with his younger brother.

The little brothers who enter the program remain as long as they wish. Whenever one drops out, he is replaced from among more than 100 other boys on the waiting list.

No administrative control is exercised over the activities of the big and little brothers. Each officer is

Community Services

left to tailor his approach to the needs of his little brother.

Although the program's director and co-director never interfere, they account for the program's achievements and the progress made toward reaching its goals.

Aside from the normal individual contacts between big and little brothers, the school's part in the Big Brother Program will soon be broadened to include group activities among big and little brothers. This approach will increase the available situations into which the little brother can be introduced and will use the cultural, educational and athletic resources of the Navy Supply Corps School.

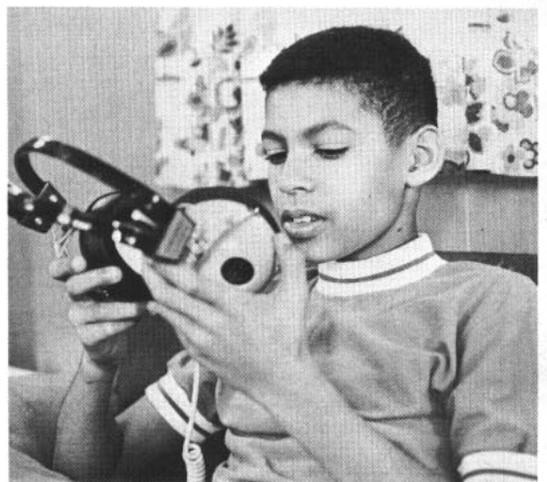
WHEN THE GROUP aspect of the program gets underway, it probably will be staffed by several big

brothers who have been selected from the program and will be directed by an advisory committee which reports to the program director. In this way, a closer watch probably can be kept on the program's progress and better effectiveness evaluations can be made.

Navy involvement in the Big Brother Program is by no means new. Navymen in the Washington, D. C. area, for example, have shared their life with little brothers from Boys Village at Cheltenham, Md. (see *ALL HANDS*, June 1968.)

These big brothers could enjoy a longer contact with their little brothers than those who are students for only six months at the Athens Navy Supply Corps School.

Big brothers at Cheltenham were on the job long enough to notice growth in their little brothers' vocabulary and saw their interest in mathematics grow



as their grasp of the subject increased as a result of Navy tutoring.

Most men find the program very soul-satisfying especially when a big brother receives a letter, as one did, saying, "Things are looking good to me now, and all the credit should go to you. You made me wake up and see what was ahead for me. Thanks."

The Enrichment Program

The local enrichment program undertaken by the Navy Supply Corps School's Community Service Council includes, among other things, work with children at an East Athens public housing project and those living in the neighborhood of the East Athens Elementary School.

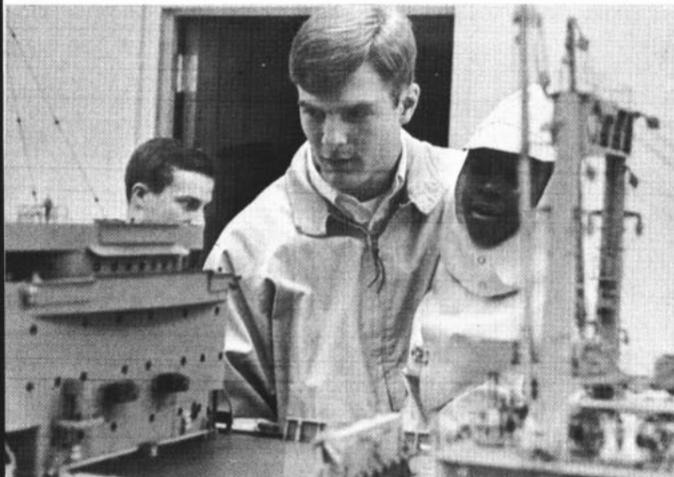
The council learned of public housing occupants' needs from an Athens Public Housing Social Services Director and, to fill the need, inaugurated what they called Project Success.

The first task undertaken by the project was to open a small recreation center at the housing development which was aimed principally at providing friendship, recreation and educational outlets for the area's children. The center was open for two hours on two evenings during the week and for two hours on Saturday.

Officers from the school's student body are the mainstay of the project's work force but they are frequently accompanied by their wives who help the children in their play and supervise painting, drawing and working with clay, while their husbands organize sport and athletic events.

Several activities have grown out of Project Success. A series of basketball clinics, for example, was

COMMUNITY SERVICE means many things: demonstrating space flight with the help of a model rocket; taking a Little Brother to see the school "ship's store"; helping a future quarterback learn to handle the ball; or just giving a boy a relaxed afternoon listening to a stereo or touring the school. Men in these pictures are all junior officers at Navy Supply Corps School.



held for children with the cooperation of the University of Georgia's head basketball coach.

The children were also taken to a local day camp for recreation and many helped construct a float which was entered in the local Christmas parade.

Facilities at the Navy Supply Corps School are being used for a 10-team basketball league and a boxing clinic coached and refereed by the school's officers and a former All-Navy boxing champion was organized.

MUCH WORK with children is done at the East Athens Elementary School by officers' wives as well as the officers themselves. There is a large community participation in this project. Women from the school's surrounding neighborhood teach girls to sew and local merchants lend sewing machines for this purpose.

The University of Georgia, which conceived the project, has also been generous in lending its talent for organizing basketball and other athletic events.

University students and teachers also work with the Supply Corps School's students and their wives to tutor children in subjects which are difficult for them and in which they need help.

In addition to the two major projects undertaken by the Navy Supply Corps School's Community Service Council, there are a number of other activities which require considerable time and effort from those engaged in them.

For example, the Community Projects Group of the Navy Officers' Wives Club is active in a summer day camp program. Wives also pick up and deliver groceries obtained through the food stamp program for stamp recipients who don't have the transportation or the health to go to the store themselves.

Transportation is supplied for trips to the zoo, for camping and similar excursions undertaken to enlarge the horizons of the participating children.

Navy wives also make frequent trips to a nursing home near the Supply Corps School to spend an afternoon reading to elderly patients. Or frequently, Navy wives just talk to the patients and provide some needed outside companionship.

The ladies also teach children who are enrolled in Project Head Start and record textbooks for the blind which are used by the University of Georgia and throughout the state's school system.

ALTHOUGH their activities are many, the people at Athens' Navy Supply Corps School have a history of public service so there was little reason for excitement when the Community Service Council was organized and the boom in helping people began.

But establishing friendship isn't a spectacular thing accompanied by loud fanfares. More often, someone sees a human need and sets out quietly to fill it and that's what friendship is all about.

—Photos by ENS Richard Nolan, SC, USNR

FHTNC tells the folks back home

SIXTY MILLION news releases. All about you—or your predecessors.

Navy men have had their story told this many times in the two and one-half decades of operation for Fleet Home Town News Center (FHTNC), which celebrated its Silver Anniversary on 29 March.

Whether it was a story of an operation, deployment, the award of a medal or a promotion, the chances are that every Navy man has had a home town news release published some time during his career. In fact, on the average, nearly 500,000 servicemen can make this claim each year.

It has been 25 years of cooperative effort—for Fleet Home Town News Center was commissioned and still functions as an arm of the individual unit's Public Affairs Office, acting as editor, processor and distributor of news materials to the more than 12,000 newspapers and radio stations throughout the country subscribing to the service.

Fleet Home Town News Center was a direct outgrowth of a need for editing and distributing facilities for news materials submitted by the Enlisted Naval Correspondents (ENCs) during the latter stages of World War II.

Fleet Admiral Chester W. Nimitz, USN, recognized the value of sending news stories of Navy men in the Pacific to their home town newspapers so that the folks back home would be able to share in their accomplishments. At his Pacific Fleet headquarters at Pearl Harbor, he directed his Public Relations Officer, Captain Harold B. "Min" Miller, USN, to establish a "Home Town News Section."

LOCATED AT CinCPacFleet headquarters, this shop prepared and forwarded news stories on the men of the Fleet to the press section of the Navy's Office



Above, left: FHTNC worker checks photoengraving machine. Above, right: News release is run off on spirit duplicator. Center, left: Wave operates tape reproducer to make six tapes at once. Below: Releases are proofread. Bottom, left: Typists prepare news release masters. Right: CAPT R. M. McCool, FHTNC director.



of Public Relations in Washington, D. C., for clearance and distribution to the media. The officer in charge of the Home Town News Section was Lieutenant Bernard H. Ridder, Jr., then serving as Assistant Public Relations Officer for CinCPacFleet. (Mr. Ridder now is president of two Minnesota newspapers and an officer of a midwest publishing company.)

But it became apparent soon after its establishment that the Home Town News Section's increasing volume output was creating a burden on the facilities and personnel in Washington, D. C.

When this input reached 5000 stories a week, the Director of Public Relations, Rear Admiral Aaron S. Merrill, USN, initiated a study to determine how this volume could best be handled. An original plan adopted was the establishing of the "Fleet Home Town Distribution Center," a subsection of the press section, to be staffed by 20 men and located in Washington, D. C.

This setup proved only a stopgap measure, however.



Photos on this page show Chicago FHTDC in 1945. Below: YN prepares stories. Right, top to bottom: News desk, part of 120-person staff, and a day's mail.



stories to appropriate 'hometown' newspapers, radio stations, and other media throughout CONUS."

Within 30 days it was a thriving organization. In its first six months of operation, a quarter of a million news releases were issued, and 1,250,000 copies were forwarded to the news media throughout the country.

The center had a wealth of newspaper and editorial talent. They included former copy desk men and reporters from the *New York Times*, *Philadelphia Inquirer*, *Chicago Daily News*, *Milwaukee Sentinel*, *Chicago Tribune*, and other major newspapers. Most of these men were members of the Enlisted Naval Correspondent Corps.

After World War II, the growth and popularity of the Center and the home town news program led to Fleet Home Town News Center's continued operation as an integral part of the peacetime Navy. Because of limited billeting and messing facilities in downtown Chicago, it was moved to its present home, the Great Lakes Naval Training Center, early in 1946.

Now under the command of Captain Richard M. McCool, USN, the Center is currently located on the second deck of Building 1-B on the Naval Training Center complex.

THE 25 YEARS have seen many changes, one of the most important of which has been FHTNC's growth into a joint service activity. The Marine Corps began using the Center for the processing of its home town news material in 1952, and the Coast Guard made it a complete Sea Services activity by joining the FHTNC family in 1963.

A sister command, the High School News Service, which also includes Army and Air Force personnel, and provides information about the Armed Services to the nation's secondary education community, was established at the Center in 1957.

In two and one-half decades, FHTNC's two "customer" groups have also grown: the Navy, Marine Corps and Coast Guard units participating in the program to more than 2700; and the subscribing media to more than 12,000.

THE NUMBER of news releases processed has varied, averaging approximately 2.5 million a year, but improved editorial and distribution procedures have allowed the Center to maintain this production level with a staff one-half the size used in 1945.

The audio branch has been an area of great growth through the addition of high-speed reproduction equipment capable of making six copies of a tape simultaneously at 60 inches per second. Last year, the FHTNC tape lab produced 31,573 interviews, more than double the combined output of 1967 and 1968.

So, the next time you fill out a NAVSO 5724/1 biographical data form for your next Home Town News release, think of the part you are playing in Fleet Home Town News Center's second 25 years of history helping you to get the public recognition that men and women of the sea services deserve.

Predictions of input of stories from the Fleet to increase to 20,000 weekly proved true, and even this expanded facility proved inadequate.

ADMIRAL MERRILL asked for recommendations. The Center's officer in charge, Lieutenant Charles W. Payne, USNR, estimated the staff would have to be increased to 120 persons, and larger facilities and more equipment would be needed. It was the Secretary of the Navy himself, James V. Forrestal, who approved the plan and who decided that the Ninth Naval District would be the best location.

On 29 March he signed the implementing directive: "The Commandant of the Ninth Naval District is directed to establish as of 1 April 1945, a unit of organization . . . to be known as the Fleet Home Town Distribution Center. This Center shall be responsible for the processing of 'hometown' news stories and pictures received from public relations officers attached to forces afloat and the transmittal of such

DO YOURSELF A FAVOR when you are called into the office for an interview six months before your enlistment expires. Pay close attention to the man when he starts talking about Project Transition.

Unless you *know*—really know—what you're going to do if and when you get out, he has a message of importance for you.

Project Transition may well be the beginning of a new and important decision for you.

Under this program, the Navy may help train you for civilian employment and will try to help you find a job.

No strings attached—except hard but interesting work. It's even possible that some of the training, if that's what you need, will be conducted on Navy time.

remaining, and must be in line for separation under honorable conditions, including retirement or transfer to the Fleet Reserve.

Specific priorities for Transition training are given to: (1) those who are disabled in combat; (2) those not eligible to reenlist; (3) those with no civilian or military skills related to civilian occupations; (4) those with civilian-related skills they wish to upgrade; and (5) those who wish to change existing civilian-related skills.

In effect, Transition is a new partner to the old "six-month reenlistment interview" which gives Navy-men with six months of service time remaining an explanation of rights, privileges and obligations and, for those eligible, encouragement to reenlist.

PROJECT

This is a relatively new program designed by the Department of Defense to help you arrange for a civilian job or school before you leave the service.

Transition got underway in July 1967 with a pilot program for more than 100 Navymen due for separation at Treasure Island. It was expanded in January 1968, and now more than 1000 Navy short-timers receive Transition training each month.

The program is based on the assumption that the move from military to civilian employment is a complicated process, and that certain Navy men and women, particularly one-time enlistees, may experience difficulty in finding outside employment.

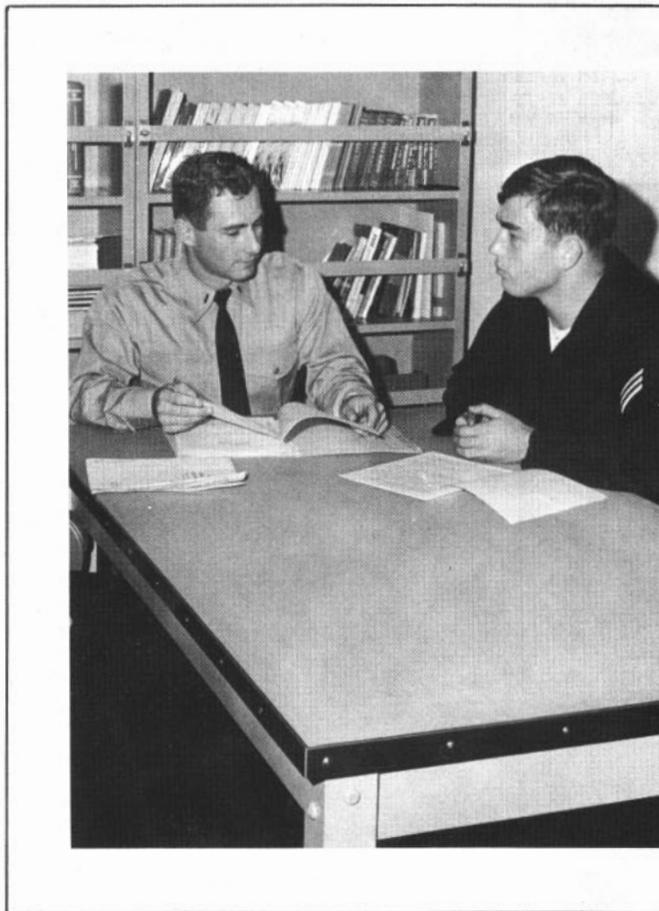
UNFORTUNATELY, some short-timers have not taken full advantage of Navy training available to them. Some have passed up opportunities for inservice education programs, or have not been able to participate in these programs to the extent they had hoped. Others may not know how to apply to civilian life the Navy training they have received.

In cases such as these, the Navy, through Project Transition, offers a final opportunity for training before separation.

BuPers Inst. 1510.106 series defines the program as a combination of four services—counseling, training, education and job referral.

To be eligible, you must be an enlisted man or woman and have from 10 to 180 days of service time

● **MAKING THE CHANGE**—Navymen leaving the service for civilian life are counseled on their plans, receive help in making out resumes, check the bulletin board for job openings, and practice on a computer keypunch machine while being trained for new jobs.



Transition helps you evaluate all the factors on your projected outside skills and job opportunities. If you are eligible to reenlist, Transition may help you decide that a Navy career is in your best interest.

However, Transition gives you encouragement, not pressure. You may be offered counseling, educational assistance, training and job referral services, or reenlistment, but you are the one who must weigh all the factors and you—no one else—must make the decision.

BUT AT THE SAME TIME, don't be misled into thinking the Navy is offering you a free ride on an employment gravy train. As you'll see, Transition can pay off only if you apply yourself.

Here, generally, is how Project Transition works:

Six months before the expiration of your active obligated service (EAOS), you are contacted by your Transition officer (each ship and station has one), and with his assistance fill out a Career Plans Questionnaire (NavPers 1510-4 series). This helps you and the Navy determine your intentions about reenlisting or leaving the service, and whether you wish further education or training.

If you do not intend to reenlist, your Transition officer will determine your eligibility and priority standing for Project Transition. If you volunteer for the program, you are designated a Transition trainee. However, this does not mean you automatically start school.

Circumstances such as your duty assignment, com-

TRANSITION



PROJECT TRANSITION

mand deployment schedule, and the type and availability of training first must be considered and a final decision made by your CO. Most likely, his decision will be based on your unit's operational commitments and the manning level of your division.

Can you be spared? What's your priority? Is the training you want available? If not, would a correspondence course serve essentially the same purpose if you can't be spared for an early transfer to a formal training program.

THESSE ARE IMPORTANT questions you should talk over with your Transition officer before you request training. Some Navy men have failed to appreciate these points, and then got uptight when their requests for transfer to Transition sites (see box) were disapproved.

For example, a PN2 at a small command in the midwest had been working at a farm during off-duty hours and had taken civilian correspondence courses in agriculture. As his EAOS approached, he heard about Project Transition and figured he might be able to get a head start on full-time employment in the agriculture field. After the farmer for whom the Navyman worked agreed to take him on for full-time training, the PN requested that he be released from duty 90 days early under Project Transition.

The PN failed to realize that he was in the lowest priority for training, because he already had a civilian-

related skill which would include personnel classification, interviewing and office management.

And, he neglected to appreciate the stipulation "when mission requirements permit." At the time of the request, his station was experiencing a serious shortage of clerical personnel. The PN's own department had an allowance of six men, and five were on board. However, four of the five were due to be transferred or released during the period the PN wanted out for Transition.

The request was denied and the PN was encouraged to continue his agriculture training during off-duty hours. He was not happy.

ANOTHER NAVYMAN requested training in a Transition course which commenced the day before he applied. It was impossible, on short notice, for his command to come up with a replacement.

A chief petty officer who applied for Transition could not understand why he received a low priority. Here, Transition assumes that any old-timer such as the chief already has achieved a civilian-related skill.

A gunner's mate approaching the final months of his enlistment asked to be transferred from his ship 90 days early to attend surveyor school. The ship was on deployment and the CO ruled the gunner could not be spared. The Transition Officer then suggested the GM sign up for correspondence courses offered by the same school he wanted to attend full-time.

A few cases indicate almost complete misunderstanding. One Navyman who had his Transition site transfer request turned down complained that he was being punished for not reenlisting. Another believed he was the victim of racial discrimination.

● **TRAINING FOR JOBS**—Civilian firms help train many Navy men before separation. In photos below, men learn sheet-metal work, auto repair, metal drilling and printing skills off base.



In cases such as these, the ability of the Transition Officer to explain "Navy needs" is put to the test.

AT A MINIMUM, each Transition site provides qualified short-timers with counseling and job referral. The counseling may include aptitude testing which would help you determine the type of training that will be most useful to you in the community in which you intend to reside.

Some of the training may be acquired while you still are on active duty. Many good courses are immediately available in the form of USAFI and Navy correspondence courses. If there is time, you will be encouraged to complete your high school or college GED qualification. Allowances for a college education under the GI Bill might give you some added incentive.

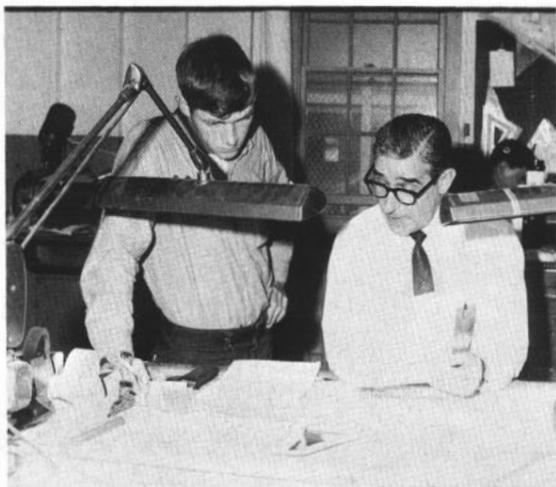
It also will be explained to you that other avenues may be available such as tuition assistance under the Manpower Development and Training Act, and courses conducted by industrial, business and labor organizations.

Contacts with a military base near your home might prove helpful in running down local job opportunities, particularly if the base is equipped for Transition training.

If you need training in a particular occupation, your Transition officer will help you determine your present assets as compared with those you require.

However, before you decide on any type of training, it is important that you pin down the related employment opportunities in your home community. There's no point in training for a job that doesn't exist.

Or, it may be to your advantage to check out the



TRANSITION COURSES

Oxyacetylene Welding (NavPers 93942) covers basic welding principles. There are no lessons to mail back to the center and no examinations to take. A Transition training certificate is awarded after all questions in the course workbook are completed by the trainee and checked.

Programmed courses in welding, computer systems, engine tuneup and photography have been developed for Project Transition trainees by the Chief of Naval Personnel and are available from the Navy Correspondence Course Center, Scotia, N. Y.

Basic Computer Systems Principles (NavPers 93943) is an introduction to data processing. The trainee is required to take a series of examinations administered by his command and graded by the course center.

Introduction to the Basic Automobile Engine (NavPers 93945) outlines principles and procedures of engine tuneup for trainees with no previous knowledge of the automobile engine. A final exam is administered locally and returned to the Center for grading.

Introduction to Photography (NavPers 93944) provides a basic understanding of still and motion picture photography, color photography and the photographic development and printing process. A camera is not necessary for the course. A Transition training certificate is awarded.

Transition trainees who wish to enroll in any of these courses should submit a regular Correspondence Course Application - Local Administration (NavPers 1510-3), and specify "FOR PROJECT TRANSITION" in the endorsement block of the form.

These and other Transition courses now under development will be listed in future editions of the NavPers 10061 series issued to your Training Officer.

possibility of a job in a new community, especially if your home town is in an area of chronic unemployment.

On the other hand, if you have the skill, knowledge and leadership potential, you may wish to return to an area of economic or social difficulty and work to reshape its future.

WHERE YOU RECEIVE Transition skill training depends on certain ground rules. Generally, and if command circumstances permit, your CO may authorize you to undergo part of your training during

PROJECT TRANSITION

normal working hours, or may, if you are eligible, authorize your transfer to the nearest Transition site.

Specific Transition guidelines state that:

- On-base facilities will be used where available within the continental United States. However, if available, you may be trained at a Transition site or any other military installation with appropriate facilities within a 50-mile radius of your command. Any such training must be conducted under the guidance of your parent command, because no transfer of CONUS shore-based trainees to a Transition site is allowed.

TRANSITION SITES

Transition sites which have occupational training for men from the Fleet are located at U. S. Naval Stations in the following cities:

Washington, D. C.
Newport, R. I.
Philadelphia, Pa.
Norfolk, Va.
Charleston, S. C.
Key West, Fla.
San Diego, Calif.
Long Beach, Calif.
Treasure Island, Calif.

Also, Naval Air Stations:

Jacksonville, Fla.
Pensacola, Fla.
Corpus Christi, Tex.

Other sites are:

Naval Training Center, Great Lakes, Ill.
Naval Supply Center, Puget Sound, Wash.

- Site training may begin 90 days before your EAOS if your unit is deploying and your command agrees to release you.
- On-the-job training (for Transition) may not be held on board ship or in an air squadron.
- You may not be transferred from one Transition site to another.
- You may not extend your enlistment beyond your normal EAOS for the sole purpose of participating in Transition.

IF YOU'RE STATIONED ashore with CONUS, every effort will be made to supply you with training right on your own base. Or, your Transition Officer may arrange for the training through various public or private agencies. As noted, if you are within a 50-mile radius of a Transition site, you may attend counseling and training sessions there.

On-the-job training at your CONUS shore station is geared to a skill area in which there is a direct civilian counterpart. For example, you might be assigned to

the base Public Works Department for part-time training in carpentry or plumbing.

If you're based near Newport, R. I., one of the 14 Transition sites, you can take your pick of classes in auto mechanics, printing, retail sales, radio-TV repair, restaurant management, electronic assembly or postal work. If you'd like to be a construction worker, the Transition counselor can arrange for classes conducted by the Seabees at Davisville.

You might be assigned to formal training in an available school course. For example, you could be programmed into a Navy course on auto mechanics. (However, only courses which have vacancies because of canceled quotas in regular attendance may be used. Such cancellations usually are known well ahead of time so that Transition officers can plan on course attendance.)

If enough Transition trainees are on hand who want a specific type of training, regular classes might be established. If not, programmed materials may be available for you to study on your own time.

Off-duty training is encouraged, and if you're serious about gaining new skills or refining old ones, chances are you'll prove it by working at it on your own time.

AS INDICATED ABOVE, Project Transition was not designed to generate requirements for additional

• **LEARNING THE ROPES**—Navymen in Transition acquire skills they will need in civilian life. In photos below, they work on sheet-metal ducting, construction and automotive repair jobs.



courses or facilities. The Chief of Naval Personnel and Chief of Naval Air Training have made existing facilities and courses available on the basis of unfilled space and excess capacity. Further, Fleet commanders may, if they find it appropriate, authorize the use of Fleet training facilities adaptable to Transition.

In order to meet these restrictions and at the same time produce an effective program, the 14 major Navy bases around the perimeter of the United States were designated as Transition sites for men from shipboard duty in the Fleet and those returning from overseas assignments.

The site to which you are transferred for training is the one nearest your ship if it is not deployed, or the one nearest your port of entry into the United States if your ship is deployed or you are on overseas duty.

Specifically, if you are assigned to a Fleet, aviation, or mobile unit, or an overseas activity and have volunteered for Project Transition, you may be transferred to a Transition site as follows:

- If your unit is based in CONUS, you will be transferred to arrive at the nearest Transition site 10 days before your EAOS. (However, for up to 180 days before your EAOS, your local command has access to training, education, counseling and job referral services made available by Transition site commanders. You may participate in these services during your off-duty hours, or, with your CO's permission, during regular working hours.)

- If your unit is deploying, you may, at the dis-

cretion of your CO, be transferred to the nearest Transition site up to 90 days before your EAOS. (Unless you are transferring to the Fleet Reserve, in which case you may not arrive at the Transition site more than 10 days before your EAOS.)

- If your unit is already deployed, or if you are stationed overseas, you may be transferred to arrive at the site nearest the point of entry in CONUS at least 10 days before your EAOS.

- If you are completing an "in-country" tour in Vietnam, and are six months or less from your EAOS, you may, with the approval of the Chief of Naval Personnel, be transferred to a Transition site for up to 180 days of training.

IN ANY EVENT, all qualified Navy men and women from Fleet, aviation, and mobile units, plus those from overseas activities who volunteer for Transition, are given the opportunity for at least 10 days at a Transition site before separation.

Each Transition site already has complete separation facilities. When you complete your training, run out of active obligated service, or disenroll from the program, you receive your discharge on the same base. Therefore, once you are transferred to a Transition site, the site Commander (who also is the station Commander) has full administrative control over you.

Usually, the first order of business after you check into the site is to talk things over with the full-time counselor. He has information on civilian skills, qualifications and requirements, and keeps a listing of available service schools, programs offered by other government agencies, and training courses available through private industry.

He'll see to it you are placed in an appropriate school or other training facility if a quota is available, and then will keep track of your progress.

IF YOU ARE ELIGIBLE for reenlistment, he will remind you that it's not too late to change your mind about the Navy as a career. If you are determined to get out, he will tell you about the benefits of the Naval Reserve. (Among other benefits, most Reserve units provide training opportunities and steady additional income. Many also are excellent sources for civilian employment referral.)

Training programs available at the Newport site are typical of Navy-community contacts already established through Project Transition.

For example, the Rhode Island Department of Education and local high schools provide classrooms, equipment and training aids.

Newport business firms offer on-the-job training in such fields as restaurant management, electronic assembly and radio and television repair.

The Navy Exchange at Newport has classes in merchandising; Transition students study window



PROJECT TRANSITION

dressing, warehouse inventory and stock display.

The postal course calls for a two-week study of the history, mission and organization of the Post Office Department, and gives future postmen a rundown on the crafts and methods of postal operation, plus a study of mail rates and classifications. This course includes a tour of the Newport Post Office.

VOCATIONAL COUNSELING and testing services are part of the over-all program at each site. If you wish to stay in the area of the site after your separation, an appointment may be made for you to be interviewed by local employers.

Transition site officers also have listings of federal, state and local agencies which provide training in areas for which specific requirements exist. The Department of Defense and the Chief of Naval Personnel periodically issue notices on the participation of public and private agencies, which at this writing include:

Department of Labor — This department surveys regional employment opportunities, establishes job listings, advises on types of training that might be most beneficial for establishment on military bases, arranges for course financing under the Manpower Development and Training Act, and keeps in touch with state employment agencies and private industry with a view toward placement of Project Transition graduates.

Department of Health, Education and Welfare — With the approval of the Department of Labor, HEW may

assist state authorities to establish training courses in cases where military training programs do not cover desirable occupations. HEW also approves instructors and curricula furnished through local and state agencies, and works with state training personnel to review course programs to determine which ones meet employment standards for specific types of jobs in the civilian community.

Post Office Department — If you'd like to be a postal worker, Project Transition and the Post Office Department can give you a head start. Postal instructors hold classes at each of the major Transition sites, and administer the postal entrance exam which may be used for employment in any U. S. Post Office.

Civil Service Commission — CSC surveys federal job opportunities, specifically for civilian positions to support military installations and other federal agencies. If you're qualified, the government would like to channel you into the Civil Service structure. Transition site officers have full information on federal job vacancies in skills for which training is provided.

Also, base civilian personnel agencies survey local needs and help set up training programs which, in turn, help to resolve on-base civilian manpower shortages.

Private industry makes its employment requirements known through the U. S. Training and Employment Service, and helps local bases establish appropriate training programs.

State agencies survey job markets, work with local employers for job placement, furnish instructors for



courses which military facilities cannot provide, and review military courses to determine their relevance to specific job requirements.

WHEN YOU SUCCESSFULLY finish your course, you are presented with a Project Transition Certificate of Training which gives you a documented record of your achievements in that course. The certificate describes in detail the skills which have been taught, the degree of your qualifications, and the tools and equipment you have mastered.

Young as it is, Transition already has demonstrated that many training agencies offer immediate employment to successful graduates.

An example is the course offered by the Post Office Department, which has resulted in immediate employment for many former Navymen.

The program has produced other success stories. For example, a large auto parts and service corporation accepted two Navymen for training, and in less than a month one of the men had been hired as a trainee in the company's management program. The other decided to go back to school, and credited Transition with giving him the assurance he needed to pursue his goal.

What you do after you are separated is, of course, your business. Hopefully, Project Transition will have

● **NAVY-SPONSORED TRAINING**—In Transition training using Navy equipment, short-timers learn civilian-related skills; keypunch procedures, hospital lab work, and computer wiring techniques.

steered you toward a satisfying civilian occupation or into a school. Perhaps you'll decide to postpone Transition and then reenlist when it occurs to you that any employer who pays you while he trains you for another job runs a pretty good outfit.

Whatever, good luck.

PLANNING FOR THE FUTURE

People familiar with Project Transition and employment in general are most emphatic about one point: Be realistic in your plans.

Right now, they say, almost everyone wants to be a computer programmer—even those who haven't the slightest idea what a computer is, what it does, or how it is operated.

Data processing, when it concerns computers, is a highly technical field which requires special personal and mental abilities on the part of the programmers. For those in the beginning occupational levels, much of it may be sheer drudgery. It's only when you get to the systems analysis levels that the work can be considered creative in any sense.

If you're not highly qualified or motivated for this type of work—by this time you should know whether or not you are—forget about it. Get into a field you'll enjoy or, at the very least, in which you have a reasonable chance of success.



today's navy



It's for Real at Corpus Christi

The barracks as a cliché in form continues to be replaced with quarters designed for the comfort and privacy of bachelor Navymen. NAS Corpus Christi is one of the latest stations to enjoy the change.

New bachelor enlisted quarters recently dedicated at the air station have spacious, four-man rooms with built-in convenience and plenty of privacy.

Each room has large storage cabinets and desks with individual reading lamps.

Passageways are carpeted.

Central heating and air-conditioning — each room has its own thermostat control — adds another element of comfort.

A landscaped courtyard may be viewed through picture windows. There are no keep-off-the-grass signs.

The two-story, three-wing barracks houses approximately 500 enlisted men assigned to the Advanced Training Command.

Progress at Rec Center

A new recreation center for Navy families in the Washington, D. C., area is scheduled to open by the end of May.

The vacation spot is located at Solomons, Md., about 65 miles southeast of the District of Columbia and will accommodate 400 guests who can rent cottages and bungalows as well as park their campers and pitch their tents on prepared carpsites.

Other facilities will include a swimming pool, beach and swimming area, boats, water skiing, fishing, miniature golf, driving range, picnic areas, clubhouse, snack bar and recreation lodge.

Land for the center was cleared and prepared for landscaping by Seabees from Davisville, R. I. In addition to new buildings which have been erected, local firms and civilians refurbished existing struc-

tures at the sites for the use of vacationing Navy families.

The recreation center's construction was financed by the Navy's Recreation Fund which is derived from profits earned by Navy Exchanges. When the center is completed and open for business, it is expected to be self-supporting.

Getting Better at Memphis

It's the period of the building boom at NAS Memphis. Construction projects completed, awarded or underway there include:

- Navy Exchange retail store. The new exchange encompasses 40,000 square feet of shipping area and storage space, plus 18,000 square feet of cafeteria and kitchen area.

- Nine student barracks. Each of the four-story, campus-style bachelor enlisted quarters houses 208 men in two-, three- and four-man rooms. Individual desks, beds with headboards and plenty of closet space add comfort and convenience.

- A new 840-man BEQ will consist of five buildings clustered around a community lounge. Also, construction of a 1680-man barracks complex is scheduled to begin in the spring of 1971. By 1976, Navy Memphis will have 48 new barracks for its growing student population.

- Hospital. The \$6.1 million hospital now under construction will replace facilities built during World War II. When completed in the summer of 1971, the six-story hospital will accommodate 230 bed patients.

Patients and staff of the new hospital will have access to a 75-foot concrete swimming pool. The pool facility will be complete with competition lanes, diving boards and bathhouses.

- Acey-Deucey Club. The Four Winds Club reopened last summer after eight months of remodeling which doubled the club's size and

included a new stag bar, cocktail lounge, ballroom, dining room and complete kitchen facility.

- A new EM club with bar, ballroom and dining room is scheduled to be completed this July.

- A four-island service station and combination retail sales and maintenance center more than doubles the size of the old exchange service station and annex retail store.

- Work continues on Lake House, a circular structure built on a hill overlooking the station's man-made lake and recreation area. Lake House will provide a snack bar and plenty of indoor space for parties.

- Border fences are being moved in the Fairway Homes housing area to provide three new recreation areas. At least one of the sites will include a softball field and volleyball and basketball courts, plus a 150-foot by 140-foot play area with slides, swings, playhouse, jungle bars and other playground equipment.

Navy Hero in Icy Rescue

Navyman Lester S. Flory II took the trouble to get involved — and saved the lives of a mother and child last January when their car skidded into a deep, icy stream.

Airman Flory was driving toward Norfolk, where he was stationed at Atlantic Fleet headquarters, when he passed the car driven by Mrs. Karolyn S. Lisi.

After she passed, he glanced in his rearview mirror and saw her car skid off the shoulder of the road. He turned around, drove back to check, and found only skid marks at the bridge over West Neck Creek.

Then Flory saw the rear end of Mrs. Lisi's car sticking out of the 15-foot-deep water.

He plunged into the ice-filled creek, found the woman and her son Patrick, 4, and managed to pull them onto the bank. Patrick stopped breathing; Flory applied artificial respiration and revived him.

He covered Mrs. Lisi and her son with his own coat and shirt and a borrowed blanket.



The Bronze Star with the Combat V is presented to Chief Boatswain's Mate James R. Matthews.

A policeman who arrived shortly after the rescue said both the woman and child could have died if, Flory had not acted quickly. The car was so deep in the water that a diver had to be called to attach a wrecker's cable.

For his heroism, Airman Flory received the Navy and Marine Corps Medal, the service's seventh highest award. He was also presented a certificate of appreciation by the mayor of Virginia Beach, Va., home of the Lisis, Flory — and Flory's own wife and son.

Chief Braves Fire

It takes a lot to merit the Bronze Star with the Combat V but Chief Boatswain's Mate James R. Matthews has what it takes to win the nation's eighth highest military medal.

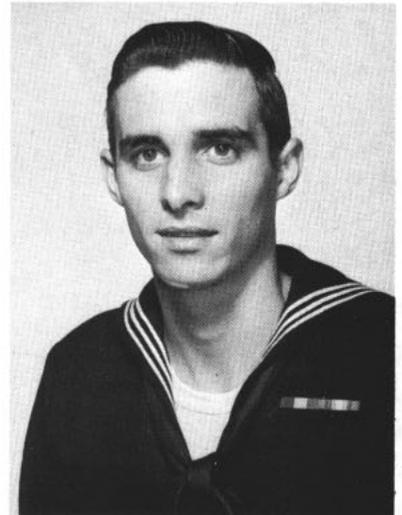
Between November 1967 and November 1968, Chief Matthews participated in more than 230 combat patrols in the Republic of Vietnam's Rung Sat Special Zone and Mekong Delta. During that year, the patrol came under fire 25 times.

In August 1968 things got especially hot. That was when Chief Matthews led his men during four firing runs on the Go Gia River, exposing himself to heavy rocket and automatic weapons fire.

That alone takes guts, but Chief



PHAN Lester S. Flory II and Mrs. Lisi and her son whom he rescued after car skidded into icy creek.



Lester S. Flory II

Matthews had skill as well. Because of his boat handling, the hostile rounds missed their mark completely. Matthews' fire direction, on the other hand, completely disrupted the guerrilla force.

Guam Saw Lights Go Out

uss *Guam* (LPH 9) played a role in collecting scientific data during the solar eclipse last March. She was on station 90 miles southeast of Wallops Island, Va., to recover the payload of a NASA *Aerobee 150* rocket.

More than 30 rockets were sent into the upper layers of the atmosphere from Wallops Island to measure and record atmospheric



Graduating students of the Navy's new Master's Degree Program.



University President Dr. H. B. Crosby presents degree certificates to the students.



Navy Wings are pinned on a graduating student aviator.

ing basic flight school at NAS Pensacola, and continues through advanced training at NAS Corpus Christi. It provides the aviators with a formal background in aerospace and aeronautical systems.

Education Pays Big Dividends

Allan R. Walker took it seriously when the recruiter told him the Navy would be an education. Since boot camp, Walker has been through:

- ET "A" school.
- Submarine school.
- Nuclear power school.
- Four years of college.
- Officer candidate school.
- Basic flight training.
- Advanced flight training.
- Master's degree training.

And all since he enlisted less than nine years ago.

Here's how now-Lieutenant (jg) Walker went about it:

After boot camp at Great Lakes in 1961, he attended ET "A" school, then submarine school, followed by one year of duty on board *uss Pomodon* (SS 486).

He next attended nuclear power school at Mare Island, where he applied for the Navy Enlisted Scientific Education Program.

Under NESEP, the ET3 attended the University of Louisville and received a bachelor's degree in phys-

ics. Officer candidate school followed, and he received his commission in June 1968.

Next came basic flight school at NAS Pensacola, where he learned about the master's degree program the Navy conducts jointly with the University of West Florida for selected aviation students. During basic flight training, and later at advanced flight school, NAS Corpus Christi, LTJG Walker worked towards a master's degree. He was graduated first in his class of 21.

At NAS Corpus Christi last January, LTJG Walker was awarded a master's degree in aeronautical systems. At the same ceremony, he was presented with the wings of a naval aviator, and eagerly looked forward to the next step: Put all that education to work in a naval career.

A Record for Forrestal

The attack carrier *uss Forrestal* (CVA 59) recorded her 150,000th arrested landing last February when an RA-5C *Vigilante* of Reconnaissance Attack Squadron 13 hooked onto the flight deck during NATO exercises in the Mediterranean.

The following month, *Forrestal* recorded the 5000th arrested landing of her then-current deployment

and solar data during the eclipse.

The *Aerobee 150* reached an altitude of 513,221 feet and achieved a maximum velocity of 5170 feet per second.

The March NASA recovery was the second for *Guam*. Her first took place in September 1966 when astronauts Conrad and Gordon were picked up after *Gemini 11*.

Degree and Wings to 21

Twenty-one aviators last January were awarded master's degrees in aeronautical systems the same day they received their wings.

These were the first graduates of the new master's degree program conducted jointly by the Navy and the University of West Florida.

The university curriculum begins for selected aviation students dur-

—her eighth cruise in the Mediterranean with the Sixth Fleet.

In the Pacific, meanwhile, an aircraft of Attack Squadron 144 engaged an arresting cable on the deck of *uss Bon Homme Richard* (CVA 31), and the *Bonnie Dick* had her 175,000th arrested landing.

Name's the Same: Midway

uss Midway is in commission again but she has changed considerably since her launching in 1945.

Among other things, she has acquired a hurricane bow, angled deck, a revamped superstructure, new steam catapults and arresting gear as well as jet blast deflectors.

But these additions belong to the past. *Midway's* latest alteration began when she entered the San Francisco Bay Naval Shipyard in 1966.

When work was completed, *Midway's* muscles were showing. She could launch and recover aircraft

about one-third heavier than those of her sister ships. To handle the heavier planes, the carrier's angled deck landing area was lengthened more than 25 feet, increasing the flight deck area from 2.82 to 4.02 acres.

Midway also has three new deck-edge aircraft elevators which can handle fully loaded aircraft weighing more than 100,000 pounds.

Compartments below the flight deck were enlarged and rearranged to accommodate larger and more complex electronics shops which now rank among the best in any aircraft carrier.

The ship's combat information center and command complex were modernized with the computerized Naval Tactical Data System (NTDS) and the Ships Inertial Navigation System (SINS). Her firefighting capability was upgraded, too.

Nor was livability neglected. Modular berthing, sanitary and laundry spaces were increased,

modernized and air-conditioned. In fact, most of the ship's spaces are now air-conditioned.

There is also more fresh water for all purposes. New high capacity evaporators will produce up to 280 thousand gallons of fresh water per day.

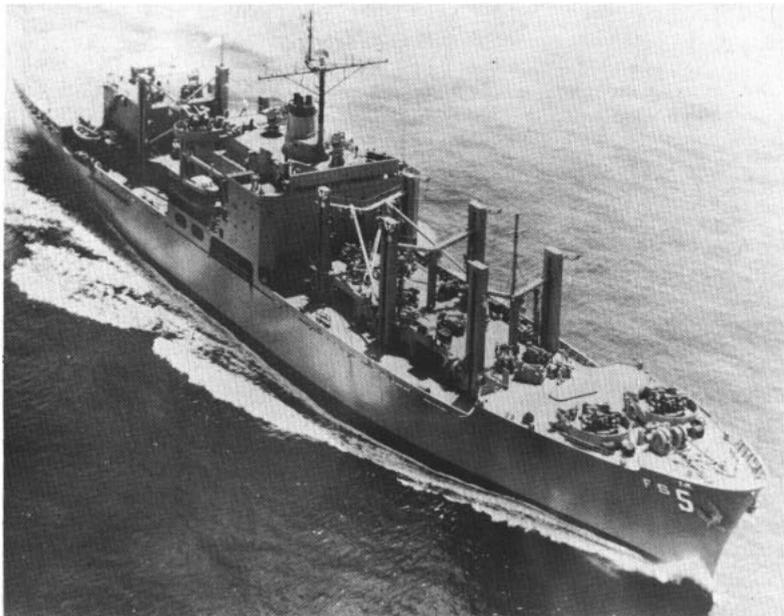
uss Midway, of course, was named for the World War II battle which turned the tide of war against Japan in favor of the United States. The carrier was launched only 17 months after her keel was laid but she slid down the ways too late for service during the second World War.

During an eight-month deployment in 1965, *Midway's* air wing flew more than 11,900 sorties against military targets and supply installations in Vietnam.

Midway-based aircraft were credited with downing the first three North Vietnamese *Migs* during this deployment, and both *Midway* and her air wing received a Navy Unit Commendation.

The attack carrier USS Midway (CVA 41) has returned to active service after a conversion period.





The combat store ship *USS Concord* (AFS 5), on deployment in the Atlantic, provides supplies to other Navy ships.

Welcome Home for a Breather

For a day, there were fireboats and waving flags and kisses and bands and speeches. Then these ships settled into homeport routine.

Another cruise was over.

uss Long Beach (CGN 9) returned to her namesake city after six months with the Seventh Fleet in the Western Pacific.

During her third WestPac deployment, the nuclear-powered cruiser performed Search and Rescue (SAR) and Strike Support Ship (SSS) duties. She was flagship for the Commander, Cruiser-Destroyer Group, Seventh Fleet.

On SAR duty late last year, *Long Beach's* helicopter rescue team picked a downed Navy pilot from the water less than a minute after he went down. As SSS, the ship monitored all aircraft in her area and guided U. S. planes on missions.

Her crew visited Hong Kong, Singapore, Sattahip-Bangkok and Manila.

uss John F. Kennedy (CVA 67) ended her first extended Mediterranean cruise as she returned to Norfolk.

The Navy's newest attack carrier

traveled more than 40,000 miles and visited 14 European ports during the 8½-month deployment. Her Carrier Air Wing 1 chalked up more than 27,000 hours of air time.

JFK served as flagship for Commander Carrier Division 6, Commander Cruiser-Destroyer Flotilla 2, and Commander Carrier Division 2 at various times.

Throughout the cruise, some 40,000 visitors came aboard for open house. Included among them were the presidents of 100 John F. Kennedy fan clubs in Italy.

The "Fighting Lady," *uss Yorktown* (CVS 10), returned to Norfolk after a four-month Northern Atlantic cruise with Carrier Anti-submarine Air Group 56 embarked.

The carrier took part in anti-submarine warfare and NATO exercises, and visited Great Britain, Denmark, Holland and Germany.

She served as flagship for Commander Carrier Division 16 on the deployment.

The guided missile frigate *uss Jouett* (DLG 29) came home to San Diego after six months in the Western Pacific.

She operated in support of carriers in the Gulf of Tonkin and the Sea of Japan during the cruise. Returning home, she carried Commander Destroyer Squadron 1.

Four destroyers returned to San Diego together after a six-month WestPac deployment. They were *Hull* (DD 945), *Floyd B. Parks* (DD 884), *Hanson* (DD 832) and *Dennis J. Buckley* (DD 808).

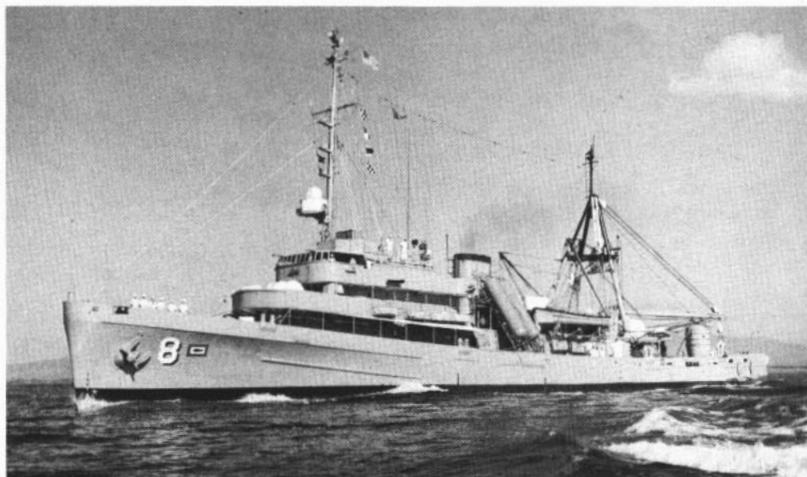
All provided naval gunfire support for allied ground troops in Vietnam, SAR for downed pilots, and assistance in carrier strike operations.

uss Dixie (AD 14) came back to San Diego after a cruise to the Western Pacific.

The destroyer tender provided repair, manufacturing and supply services for about 375 Pacific Fleet ships during the cruise. In six months in the Far East, her repair-

USNS Maumee, largest tanker ever to sail to Antarctica, is docked at McMurdo Station, Antarctica.





USS COUCAL (ASR 8) underway off the coast of Oahu, Hawaii.

men did more than 10,800 separate jobs, from underwater hull repairs to replacement of gun barrels for ships returning from the gunline.

In addition, *Dixie* took part in the people-to-people program, delivering more than 1600 pounds of Operation Handclasp materials to clinics in the Republic of the Philippines and Hong Kong.

After returning from the cruise, *Dixie* became flagship for Commander Cruiser-Destroyer Force, U. S. Pacific Fleet, relieving *uss Samuel Gompers* (AD 37).

A different sort of deployment was completed by *uss Rexburg* (PCER 855) and *uss Marysville* (PCER 857) as they returned to San Diego after completing oceanographic research and experiments in mid-Pacific.

Originally commissioned in 1944, the two ships served together in WW II Pacific campaigns as support, rescue and escort vessels. They were later converted to serve as seagoing laboratories.

Now they conduct electronics, communications, navigational and oceanographic experiments throughout the ocean as units of the Cruiser-Destroyer Force, U. S. Pacific Fleet. The ships work closely with the Naval Electronics Laboratory, Undersea Warfare Center, and Operational Test and Evaluation Force.

Rexburg and *Marysville* are manned by Navy crews, with facilities for civilian scientists.

ASR Keeps Busy With Collateral Duty Rescues

There were no submarines that needed rescuing so the submarine rescue ship *uss Coucal* (ASR 8), as if to keep in practice, aided two civilian small craft in Hawaiian waters. Both boats were having trouble with heavy seas and winds up to 40 knots.

The first to be rescued was a 16-footer which had been wallowing for 16 hours in heavy seas with a broken engine shaft. The three men on board had no food and no idea where the nearest land was.

Coucal sent her whaleboat to the small craft and took the three men aboard, leaving the boat to be towed ashore by the Coast Guard. All three men from the boat were uninjured but their ordeal

had left them hungry and exhausted.

Six days later, *Coucal* was returning from Hilo to her home base at Pearl Harbor when she sighted a distress signal from a sailing vessel which was also being pounded by heavy seas and high winds.

Coucal was unable to approach closer than 1200 yards but radioed the Coast Guard for assistance. She then circled the small craft for three hours until a Coast Guard cutter arrived on the scene and took the boat and its crew to the island of Maui.

Fund for Evans' Children

An educational trust fund has been established for the children of 74 U. S. Navymen killed last June when the destroyer *Frank E. Evans* (DD 745) collided with the Australian carrier *Melbourne*.

The fund was started with more than \$33,000 donated by the Australian and New Zealand navies.

In general, here's how it works:

Each of the 31 surviving children will, on his or her 18th birthday, receive one share of the trust fund for educational expenses. One share amounts to the total of the fund at the time, plus interest, divided by the number of children who remain eligible for the benefits.

The share is transferred to a separate account. If the child does not use the money for educational purposes before reaching age 22, the share is returned to the fund.

The amphibious transport dock ship USS Austin (LPD 4) combines the functions of an attack transport and attack cargo ship.



TODAY'S NAVY

Nicholas Says Goodbye

After nearly 28 years of distinguished service, the destroyer *uss Nicholas* (DD 449), first of the *Fletcher*-class destroyers to be commissioned, has hauled down her commissioning pennant for the last time.

She was retired on 30 January at Pearl Harbor, bringing to an end a career which began during the bleak days of the Navy in early 1942.

Launched on 19 Feb 1942, *Nicholas* was commissioned at the Boston Navy Yard on 4 Jun 1942. Three months later she was plying the waters of the Solomon Islands, actively engaged in the Battle for Guadalcanal.

Later, in the early morning Battle of Kula Gulf on 6 Jul 1943,

Nicholas rescued 291 survivors of the cruiser *Helena* (CL 50). While conducting the rescue, the destroyer continued to take Japanese ships under torpedo and gun fire. For this action *Nicholas* was awarded the Presidential Unit Citation.

DD 449 was one of the Navy's most decorated ships. Her record of operations throughout the remainder of World War II is filled with heroism. She earned 16 battle stars on her Asiatic-Pacific Area Service Ribbon; the accounts of the battles are colorfully noted in her war diary.

After a brief retirement at the close of WW II, *Nicholas* underwent conversion to an escort destroyer and was recommissioned in February 1951. From then until

1953, she played a significant role in the Korean conflict, earning three more battle stars.

In 1960, DD 449 underwent a FRAM (Fleet Rehabilitation and Modernization) overhaul, a program designed to extend the life of the Fleet's destroyers.

When *Nicholas* celebrated her 20th birthday in June 1962, she became the oldest active destroyer in the U. S. Navy. Nevertheless, her combat career continued to mount as she was assigned to the U. S. Seventh Fleet off Vietnam. Just before her retirement, she completed her 14th Western Pacific deployment since the end of World War II.

The following tribute from the Commander of the Pacific Fleet Cruiser-Destroyer Force, Rear Ad-



Gene's conception of USS *Holmes County* (LST 836).



Thank
You
Holmes
County

What is it? Why, it's an LST, of course!

During a recent repair period in her home port of Guam, Tank Landing Ship *uss Holmes County* (LST 836) acted as host to a group of kindergarten children from the "Little Red Schoolhouse" at U. S. Naval Station Guam. Lieutenant (jg) Christopher S. Becker of the ship's crew conducted the tour and provided the children with refreshments of cookies and milk after the long trek around the decks.

A week following the visit, *Holmes County* received a thank-you note which included a dozen crayon drawings of the ship done by the schoolchildren. Although all were exceptionally well done, this one by "Gene" proved most enlightening.

miral Douglas C. Plate, was read at *Nicholas*' decommissioning ceremonies:

"The retirement of *Nicholas* from naval service comes after nearly 28 years of distinguished service. Today, your bridge proudly displays decorations fiercely earned in combat. Enemy-held islands signed surrender documents in your wardroom and you were present during the surrender ceremonies in Tokyo Bay. You bravely fought through World War II, Korea, and now Vietnam.

"In all endeavors you have performed with the professionalism and spirit that have become expected of destroyer men. The modern destroyers that replace you will insure United States control of the seas in the future as you have done in the past. And, although you are leaving the rolls of the *Naval Register*, your name will live on as an example to destroyer men everywhere preserving the freedom of the seas."

DD 449 was the second destroyer named after Samuel Nicholas, the first ranking Marine officer who received a commission as "Captain of Marines" on 28 Nov 1775. The first *Nicholas* (DD 311) had a short career, operating with the Fleet only from November 1920 to November 1923.

—JOC Dick Wood, USN.

Navy Meets Slick Competition

As expected, the 1970 World Bobsled Championships at St. Moritz, Switzerland, attracted some of the most daring sledders ever to play beat-the-clock down the narrow, ice-packed chute.

The United States team, which included four Navy men led by Lieutenant Commander Paul Lamey, showed well in the competition, but was unable to overtake the experienced Europeans.

The best U. S. effort was in two-man racing when LCDR Lamey and brakeman, Aviation Machinist's Mate 1st Class Robert Huscher, placed fourth in the standings before slipping to seventh in the final run.



MEET BUPERS QUEEN—Seaman Apprentice Patricia Anne Sargent, USN, 20, is crowned Queen of the Bureau of Naval Personnel by Vice Admiral Charles K. Duncan, USN, Chief of Naval Personnel. Miss Sargent competed both with civilian employees and Navy Waves, and won the final judging in the 11th annual contest sponsored by the Bureau of Naval Personnel Recreation Association. She will compete for the title of Navy Department Queen at the Coronation Ball to be held later this month.

Other Navy men on the U. S. team were Engineman 1st Class Erroll Turner and Torpedoman's Mate 2nd Class William Coulson.

Though bobsledding has been relatively obscure as a competitive sport in the United States, the Navy men who competed at St. Moritz are, by U. S. standards, veterans in international competition.

In 1967, LCDR Lamey and Huscher placed first in both the Gold Cup International and the North American Championships. At the 1968 Winter Olympics in Grenoble, the International Federation of Bobsledding named LCDR Lamey "Rookie Driver of the Year."

Last year, the Navy's top team won the North American Championships at Lake Placid, repeated in the Gold Cup International, and captured the National AUU and International Diamond Trophy.

As for the World Championship, there's always next year.

Ships Loaned to Philippines

Six United States Navy vessels were loaned to the government of the Republic of the Philippines under the Military Assistance Program.

The ships included *uss Caddo Parish* (LST 515), *Hickman County* (LST 825), *Madera County* (LST 905), a tugboat, (YTL 427), and two landing personnel carriers. Most of the ships had seen duty in Vietnam, where they were used in the rivers for supply transport.

The vessels were accepted by President Ferdinand Marcos on behalf of his government. The craft will be used to meet the requirements of the Navy of the Republic of the Philippines and to increase shipyard harbor facilities.

bulletin board

For MCPOs: A Challenging Opportunity

THE NAVY is going to need a new Master Chief Petty Officer. Master Chief Gunner's Mate Delbert D. Black, now serving as MCPON, says that he plans to retire in 1971 at the completion of 30 years of service, vacating the Navy's enlisted three-star billet.

The special MCPON billet was established in 1967 on the basis of recommendations submitted by the Secretary of the Navy's Task Force on Navy and Marine Corps Personnel Retention and provides for a principal enlisted assistant/advisor to both the Chief



Master Chief Petty Officer of the Navy
Delbert D. Black, USN

of Naval Personnel and the Chief of Naval Operations. In this capacity, Master Chief Black has accompanied the Chief of Naval Operations and the Chief of Naval Personnel on visits to naval installations; been of assistance to commands, bureaus and other offices of the Navy Department in enlisted personnel problems; represented the Chief of Naval Personnel on various boards and at meetings concerned with career motivation; participated as an invited guest and speaker at civic and Navy-affiliated functions; and has acted as an "ear" for a wide range of personal inquiries from enlisted personnel.

WHAT REASONS would you give for wanting to be the Master Chief Petty Officer of the Navy? MCPOs should be prepared to answer that question in writing in the near future as commanding officers begin to frame nominations for the position to be sub-

mitted to the Chief of Naval Personnel by 15 May.

Factors being evaluated by the commanding officers are based in part on the review of the individual's entire service record in the chief petty officer grades and include:

- Leadership ability.
- Military bearing.
- Ability to express himself both orally and in writing.
- Interest and awareness in naval and world affairs.
- Extent of civilian involvement.
- Family considerations and other factors which warrant review.

The evaluation of these factors, together with a personal recommendation from the commanding officer and a full-length photograph of each nominee in either Service Dress Blue or Service Dress White Uniform, should be forwarded to BuPers (Pers-B221) no later than 15 May.

DUE TO THE NATURE of the billet and the high standards governing the nomination of a successor to MCPO, commanding officers must weigh a number of factors in making their nominations of candidates.

For one, the MCPON occupies the highest rung on the ladder of the Navy's enlisted force. Therefore, his record of service and his abilities must be conspicuously outstanding.

As a personal advisor to both the Chief of Naval Personnel and the Chief of Naval Operations, the man selected must have a high degree of personal dignity and a keen sense of service etiquette. He must also be a mature individual of vigorous appearance and strong constitution. His moral character must, naturally, be unquestionable.

As a senior representative of the enlisted personnel, MCPON functions as an open channel for direct communication, acting as a spokesman, confidant and counselor. Therefore, it is essential that he be a dedicated career petty officer who is "people-oriented."

THE NOMINEE'S CHEST doesn't need to be hidden behind rows of medals, but it is desirable that he have participated in at least some major campaigns during his career.

In the case of those nominees who are married, it is important that the nominee's wife have a natural ability and desire to fulfill the varied and challenging public and social commitments which she will be obliged to meet.

All commands are encouraged to nominate those Master Chief Petty Officers whom they feel meet

the high standards mentioned above. Selections of the final appointee will be based on command nominations, preliminary screening of candidates by the June 1970 Senior and Master Chief Petty Officer Selection Board, and on a final screening by a special selection board convened by the Chief of Naval Personnel.

Above all, however, nominations must be based on the individual's ability and willingness to meet the challenge of the MCPON position.

COs May Waive Requirement to Show ID Cards When Visiting Commissary

If you're in uniform, many commissaries won't require you to show your ID card from now on. That's the new policy spelled out in NavReSO Notice 5512 of 26 Jan 1970.

However, some commissaries will still require men in uniform to show ID cards all the time, and others will ask them to show their cards every once in a while in a spot check.

Whether or not your uniform is enough to let you into the commissary will depend on your commanding officer. He will decide if local circumstances present small enough risks of abuse to allow the liberalized identification policy.

For instance, if your station serves as a transit point for large numbers of Reservists on weekend duty, or if there are many National Guardsmen on active state service in the vicinity, the chances are that ID cards will still be required. Personnel in these categories are ineligible for commissary privileges.

Where misuse is unlikely, COs have been encouraged to do away with the requirement for men in uniform to show their identification cards.

Credit for Past Achievements Will Show Up; Clean Slate Policy for Records Is Modified

You flip through the left side of your service record and pull out two letters of commendation. You hand them to the reenlistment yeoman and ask him to include the papers in your new record.

This, generally, was the procedure on reenlistment. If you didn't follow it, those commendations might never show up in your new service record. What's more, all those glowing remarks on your past performance evaluations would never come to the attention of some interested record reviewer, because the old evaluation forms would be discarded.

This is why, said BuPers Notice 1070 (26 Jan 1970), the traditional "clean slate" policy has been modified and, henceforth, certain details on your performance during your previous enlistment will be included in your new service record.

The BuPers notice said that strict adherence to the clean slate concept is worthy of merit, but points out that it more often than not has worked to the detriment of the Navy and the man concerned, particularly those in higher grades.

For example, more than one clean slate has meant delayed recognition for the man who was noted for outstanding performance throughout his previous enlistments. Arriving at a new duty station, the man must start from scratch to prove himself because the CO has no substantial performance history to review.

The clean slate policy already had been relaxed for chief, senior chief and master chief petty officers, when it recently was required that a copy of each evaluation prepared for a chief during a completed enlistment be placed in his newly opened record.

Now, this procedure is extended to all enlisted men and women, and in addition, the enlisted perform-

The owner of one of these jackets might be the future Master Chief Petty Officer of the Navy. The jackets belong to the master chiefs attending a symposium for senior enlisted advisors earlier this year. Candidates are being considered for selection as MCPON, the Navy's highest enlisted billet.



ance record (page 9) from the old service record will be carried over to the new.

Here are the mechanics:

When you reenlist, all evaluation reports (NavPers 792, NavPers 1616/8, and NavPers 18658) will be removed from the closed-out record and filed on the left side of your reenlistment record. Your page 9 is reproduced, certified, and filed with the evaluations.

If you do not reenlist when you reach your EAOS, the evaluation reports are removed from your service record and handed to you along with your discharge certificate and certain other pages from your record. You're advised to hang on to the evaluations, because if you later decide to reenlist at your hometown Recruiting Station, for example, you'll be asked to turn in the evaluations so they can be included in your new record.

The revised clean slate policy is not retroactive, which means that if you are in your second or later enlistment, your previous evaluations need not be included in your current record.

However, if you have any evaluations or commendatory letters filed at home that you'd like to become part of your record, you're advised to take copies to the personnel office.

Administrative and other details on the modified clean slate policy are contained in BuPers Notice 1070 (26 Jan 1970).

Regular Paydays Will Be on the 15th and 30th for All Beginning 1 July

If your payday has been scheduled to fall on every other Thursday, for instance, then some time between now and the first of July expect to have it rescheduled to a semimonthly basis to comply with a change in pay policy announced in SecNav Notice 7220 of 9 Feb 1970.

Until the 1 July deadline, commanding officers have the option of holding paydays either biweekly or semi-monthly. After that date, however, regularly scheduled paydays will be held twice monthly, based on two pay periods per month.

For example, the first pay period covers the first through the 15th day of the month; the second pay period covers the 16th through the last day of the month. Any entitlements you may accrue during these pay periods (such as flight pay, combat pay, leave rations, etc.) will be paid to you on two regularly scheduled paydays.

After 1 July, all regular paydays normally will be held on the 15th and 30th or the last day of each month, with the following exceptions: When the last day falls on a Saturday, Sunday, or holiday, payday may be held on the last workday preceding that date. Even so, you will be paid for the entire pay period. For instance, if the 15th falls on a Sunday, payday will be held on Friday, and the amount paid will be the amount due you through Sunday.

Normally, you will receive two equal payments each

month. Nevertheless, it is suggested that you make note of your new pay schedule far enough in advance to allow for any financial plans or payment deadlines. Under the new payday system, there will be times when one pay period will have to cover three week-ends.

Expecting Orders to New Duty? Here's Where To Look for Answers to Many of Your Queries

IF YOU'RE expecting orders soon, chances are you have quite a few questions you want answered.

For instance, where can you get information on such things as commissaries, schools and recreation at your new duty station? Are there some foreign countries you aren't allowed to visit on leave? Will the Navy still pay for your trip to your next duty station if you make a few side trips en route? Can your family travel with you?

The answers to these and similar questions are in Navy directives and manuals. But that raises another big question: which ones?

BuPers Notice 1300 of 13 Mar 1970 has collected a handy list of the manuals and instructions that deal with transfer matters. The staff of your personnel office will use this checklist to make sure you get all the information you need before you're transferred.

Here's the list of manuals and instructions, with an indication of the subjects covered in each one:

- *Enlisted Transfer Manual* (NavPers 15909B) — the basic book on all kinds of transfers. It regulates both the *Seavey-Shorvey* system and BuPers-controlled centralized rotation; its chapters include rules on assignment to *special types of duty* (instructor or recruiter duty, the nuclear power program, schools, etc.), *Wave rotation*, assignment to *choice of duty on reenlistment*, and many other matters.

Besides the parts of the manual dealing with your specific transfer, these portions are worthy of particular attention:

- Articles 6.21 and 6.22 — qualification for *overseas service*.

- Section 23.8 — how to get information from Family Services Centers on *commissaries, exchanges, schools and recreation* at your new duty station.

- Sub-articles 17.31b and c — payment of more than one *dislocation allowance* in one fiscal year by means of a SECNAVFIND.

- Chapter 23 — procedures for making out *transfer orders*.

- *BuPers Inst 1720.2 series* — distribution procedures for Naval Activity Information Brochures. These contain information on *housing, local maps, tourist brochures* and other material that will help you get settled at your new duty station.

- *BuPers Inst 1300.26 series* — *overseas tour lengths, eligibility requirements for overseas service, and overseas movement of dependents and household goods*.

● *BuPers Inst 11107.1 series – temporary lodging.* This directive contains information on government temporary housing which you can use for the first few weeks at your new station while you're looking for civilian housing or waiting for Navy quarters.

● *BuPers Inst 4650.14 series – eligibility requirements for you and your family to travel at government expense.* This instruction sets the rules on passport requirements, and informs you of the cases in which entry approval from the overseas area commander is necessary for your family to accompany you overseas.

● *BuPers Inst 4650.15 series – circuitous route travel.* The Navy will reimburse you for travel to your new duty station by the most direct route. Any side trips must be at your own expense.

● *BuPers Manual, article 3020420 – foreign leave travel.* This article provides that you may visit foreign countries on leave without special permission from the Chief of Naval Personnel, except for places listed in BuPers Inst 1050.11 series.

All the information you need when you're being transferred is on file. Now you know where to find it.

Three Paid Visits to Homeport for Crews Of Ships Overhauled at Other Locations

The President has approved a Bill which authorizes transportation at government expense for Navy-men assigned to ships undergoing overhaul at locations other than their home ports.

Under the Bill, up to three trips to the home port are authorized for men whose families reside at the home port while their ships are overhauled elsewhere.

The trips may be taken after the first, third and fifth months following the date on which the ship arrived at the overhaul port, or at the same intervals after reporting on board the ship, whichever is later.

To be eligible for the travel allowances, you must have been permanently assigned to duty on board the ship for at least 30 consecutive days. Further, you must have bona fide dependents (as evidenced by information contained in your service jacket) who reside at the home port or in its immediate vicinity.

When possible, government transportation will be furnished on a space required basis. When such transportation is not available, personal or commercial transportation is authorized if the cost of it does not exceed the cost of government-procured commercial air travel.

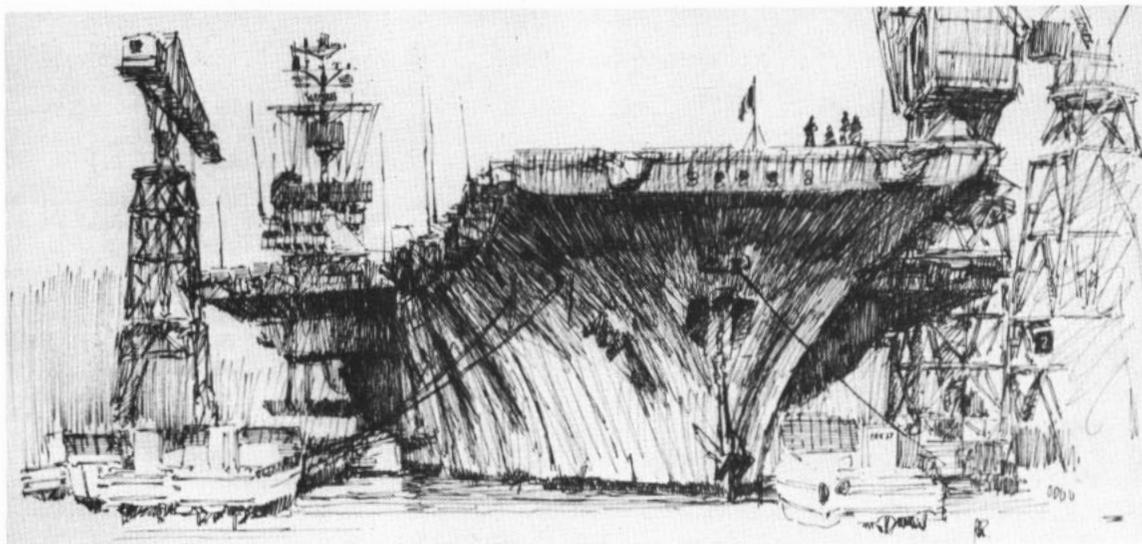
If you have your own car at the overhaul port you may be reimbursed on a mileage basis at the rate of five cents per mile. But again, however, the total round trip must not exceed the cost of government-procured transportation by commercial air.

But note that when several Navymen travel in the same car, only the owner or operator will be reimbursed for the trip.

If you become eligible for a second or third travel entitlement before taking advantage of the first trip, you do not lose any previously-earned travel entitlement. However, all the travel must be used before the ship departs the overhaul site.

Obviously, the bill was designed to help alleviate family separation problems which persist after long deployments when a ship enters a yard other than at the home port. For example, the majority of ships homeported on the West Coast are located in San Diego or Long Beach. However, shipyard facilities are located in Long Beach, San Francisco and Bremerton, and the facilities of commercial shipyards also are often used. This means that many ships must be overhauled away from their home ports.

On the East Coast, shipyards are located at Boston, Philadelphia, Norfolk and Charleston, while the majority of ships are homeported in Newport, Norfolk, Charleston, Mayport and Key West. Often the home ports of ships which do have yard facilities are not able to accommodate them.



With no immediate solution to the problem of overhaul locations, the visit-to-the-homeport-bill is a way that Navy men can receive what amounts to financial assistance to visit their families.

Tour With Blue Angels No Longer Charged Against Shore Record

Duty with the Navy's Blue Angels flight demonstration team was changed to preferred sea duty (or neutral time) effective 1 Mar 1970.

Before then, a tour with the team's maintenance crew counted as an individual's shore duty tour.

The change was made in consideration of the time each year the team members spend away from their home base at Pensacola. The team travels extensively to flight demonstration sites in the United States and foreign countries, often spending 220 to 250 days a year on the road. This year's schedule, for example,

calls for performances in Canada, Puerto Rico and 26 states, including Hawaii.

The change in duty should be of special interest to Seavey-eligible crewmen who report to the Blues after completing a full sea duty tour, because it now means they will still be in line for a full tour of shore duty after being with the team for two years.

The Blue Angels, who fly the F-4J *Phantom*, prefer to keep their maintenance crew at full strength through use of high-quality volunteers. At the time the change in duty status was announced, there were seven billets vacant on the 80-man roster — (one each) AO3, AZ2, ASM1, ABH1, ASE2, PH2 and DM2.

The PH and DM billets are with the team's public affairs office. Applicants for the aviation billets should be fully qualified in maintenance of the F-4 and its support systems. Send requests to the Chief of Naval Personnel, via your commanding officer and the Officer in Charge, Blue Angels Flight Demonstration



Last February, ALL HANDS reported on the Navy's effort to improve the personal services provided by Navy men and women in people-oriented ratings, particularly Personnelman. This month, Training Squadron 9 at NAS Meridian, Miss., dis-

VT9 Reports from the Other Side of the Counter

Counterclockwise from above: The Personnel Office provides service with a willing attitude. (2) A 3rd class PN handles discharges and reenlistments. (3) The Educational Services PN prepares records for advancement. (4) These men of VT 9 are pleased with the service from the Personnel Office. (5) The Assistant Personnel Office Supervisor, right, gives assistance.

Team, CNATRA, Naval Air Station, Pensacola, Fla. 32508, if you meet the qualifications.

PN and DS Ratings Now Under BuPers Central Detailing Control

Personnelmen and Data Systems Technicians have come under the BuPers detailing as of 1 April.

Transfers of all rated and designated PNs and DSs are now controlled directly by rating controllers in the Bureau, rather than by Enlisted Personnel Distribution Offices or Fleet Commanders in Chief.

All PNs and DSs below CPO should have submitted a Duty History and Preference Card (NavPers 1306/34) to their BuPers detailers by now. (Chiefs, senior chiefs and master chiefs, who have been under centralized control since last year, already have cards on file.) After the initial submission, a new card must be submitted four to six months after reporting to a

new duty station, or when duty preferences change.

Navy men in these ratings who want information on transfer matters, such as the availability of billets in a certain location, may write directly to the rating controllers: Chief of Naval Personnel, Pers-B2151 (for PNs) or Pers-B2163 (for DSs), Navy Department, Washington, D. C. 20370.

However, requests for specific transfers or areas must go through the normal channels of command.

At present, sea tours for personnelmen of all grades are 30 months, with shore tours of 48 months for the top three grades; 36 months for PN1s and below.

Tour lengths for DSs are under study. According to rating controllers, sea tours for DS1s and below will probably be about three years; shore tours are expected to be 42 months for DS1, 36 for DS2 and 30 for DS3 and DSSN. Chief, senior chief and master chief data systems technicians can still expect 30 months at sea and 54 ashore.

cusses some aspects of personal services from the viewpoint of the personnel office staff.

NO ONE IN VT 9 is unhappy with the squadron's personnel office. The office staff of 10 serves 525 enlisted personnel in such matters as leave, identification cards, transfers, advancements, education, pay and allowances, and other matters which pertain to the individual and his record.

In addition to a Personnel Officer, Enlisted Personnel Officer and Educational Services Officer, the staff has a group of savvy, trained PNs who know their jobs and do them well.

Chief Personnelman D. K. Branning, office supervisor, has had a variety of duty aboard large ships and small, plus shore duty which included a tour with EPDOCONUS. He became a PN 15 years ago after serving as a surveyor and a fireman, and believes his most challenging assignment was with the Service Schools Command, Bainbridge, Md., because of the chance to see results of his work.

Chief Branning enjoys being a personnelman, but feels that men in other ratings should attempt to become more familiar with their personnel offices so they will know where to find the correct information. The chief's advice: "Consult the personnel office, not some sea lawyer who may mean well but does not always give correct answers."

PERSONNELMAN 1st Class Bob Mullen, assistant office supervisor, has been in the business for eight years. Bob first was a signalman striker, but changed to PN while on board *uss Agerholm* (DD 826). He also has served on board *uss Wright* (CC 2) and *uss Aludra* (AF 55), and among other assignments has seen duty in Vietnam.

Bob believes the services performed by PNs in

general would improve if there was a Personnel Administration Class "C" school for senior petty officers who have never attended a service school. However, he also believes that the quality of service by PNs is improving because of an increasing number of college graduates in the PN field.

Personnelman 2nd Class Bob Van Iderstine of educational services spends much of his time answering questions. "A lot of men have honest questions, and it would make my job easier in the long run if they would come to Personnel to get the answers, rather than going to someone in their shop who may pass along bum information."

Personnelman 3rd Class Al Weseman, who handles discharge and reenlistment matters, finds it satisfying to help others. He enjoys his work but sometimes gets frustrated, and wonders: "When we answer a question and can back it up with instructions, why can't the man accept our answer?"

Personnelman 3rd Class George Sprague, the BAQ, ID card and leave PN, enjoys the work for one simple reason: He likes to work with people.

Personnelman 1st Class Joe Barr, transfer and receipt supervisor, started in the Navy as a disbursing clerk, but changed to PN with no regrets. Joe is happy with his job and believes he works with good people.

In summary, inquiries throughout VT 9 established these points:

- The men in the personnel office are qualified, efficient and enjoy their work.
- The PNs never hesitate to answer questions or otherwise cooperate with men in the squadron.
- They handle their jobs on a personal, man-to-man basis, and truly are people-oriented.

—Story by YN2 B. Hagler
—Photos by PH3 J. H. Eberle, Jr.

Ocean Systems Technician: New Rating Combines Certain ST and ET Skills

A new general rating has been established: Ocean Systems Technician (OT).

Effective 1 Sep 1970, OT will be added to the rating list for petty officer 3rd class through master chief petty officer.

As announced in BuPers Notice 1440 of 10 Mar 1970, sonar technicians now coded with NEC ST-0411/0000 will be automatically considered for conversion to OT. STs with NEC 0411/04XX and electronics technicians coded ET-1565 may request conversion to the new rating before 1 Jul 1970. Requests for conversion from other ratings or NECs are not desired.

The normal path of advancement for OTs will be to 766X or 714X warrant officer (electronics technician or operations technician), and to LDO 640X or 601X (electronics or operations).

Addition of OT to the proficiency pay eligibility list has been recommended to the Secretary of Defense.

The design for the OT rating badge has not yet been selected.

New and Revised Correspondence Courses Now Available from Center

Three new correspondence courses and five previous courses with major revisions now are available from the Correspondence Course Center, Scotia, N. Y. 12302.

One of the three new courses, *Mathematics, Part II*, NavPers 10449, is available to both officers and enlisted men. The other two are enlisted courses, *Fire Control Technician G 3 & 2, Part II*, NavPers 91348, and *Fire Control Technician M 3 & 2*, NavPers 91342.

Courses with major revisions are:

- *OCC Marine Navigation, Course I*, NavPers 10921-A (supersedes NavPers 10921-4).
- *OCC Marine Navigation, Course II*, NavPers 10945-A (supersedes NavPers 10945-3).
- *OCC Practical Problems in Marine Navigation*, NavPers 10737-A (supersedes NavPers 10737-3).
- *ECC Disbursing Clerk 3 & 2*, NavPers 91436-4 (supersedes NavPers 91436-3C).
- *ECC Journalist 3 & 2*, NavPers 91452-2 (supersedes NavPers 91452-1B).

Courses available after minor revision include *OCC ASW Operations*, NavPers 10406-B1, and *OCC Engineering Administration*, NavPers 10992-A2.

Enlisted courses which have undergone minor revisions are:

- *Postal Clerk 1 & C*, NavPers 91460-1A.
- *Lithographer 3 & 2*, NavPers 91471-1B.
- *Aviation Boatswain's Mate 3 & 2*, NavPers 91636-1D.
- *Aviation Storekeeper 1 & C*, NavPers 91675-1C.
- *Aviation Antisubmarine Warfare Technician 1 & C*, NavPers 91697-A.

● *Gunner's Mate Technician 1 & C*, NavPers 91378-B.

● *Blueprint Reading and Sketching*, NavPers 91223-3A.

● *Electrician's Mate 1 & C*, NavPers 91526-1D.

● *Quartermaster 3 & 2*, NavPers 91286-2C.

● *Quartermaster 1 & C*, NavPers 91253-E.

● *Introduction to Sonar*, NavPers 91258-C.

● *Molder 1 & C*, NavPers 91556-1B.

● *Yeoman 1 & C*, NavPers 91416-3C.

It's That Time of Year Again—All-Navy Cartoon Contest Is Now Underway

We're looking for people who like to draw. The 15th All-Navy Comic Cartoon Contest is underway.

All active-duty Navymen and their dependents are eligible to enter. The only other qualifications are a funny idea and the urge to put it on paper.

Briefly, here are the rules as given in BuPers Note 1700 of 1 Apr 1970:

Entries must be comic (gag or situation) cartoons with a Navy theme or background, suitable for general use, and in good taste.

They must be drawn in black ink on 8x10½ white paper or illustration board. On the back of each entry, securely attached, will be the following information:

1. The entrant's full name.
2. Rate or grade.
3. Service or file number.
4. Duty station.



5. Name of hometown and hometown newspapers.
6. Entrant's command recreation fund administrator.
7. A brief statement certifying that the cartoon is original.

8. This statement, signed by the entrant: "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired." Signed _____.

9. The notation "Forwarded," signed by the entrant's commanding officer or designated representative.

Dependents who enter the contest should include the above information, as appropriate, plus the statement: "I am dependent of _____, rate/grade, etc."

All entries should reach the judges by 1 Jul 1970. Your CO will forward them to Chief of Naval Person-

nel (Attn: Pers-G11), Navy Department, Washington, D. C. 20370. Entries cannot be returned.

Winning cartoons will be published in ALL HANDS.

If you need inspiration, take a look at last year's winners in ALL HANDS, October 1969, pages 25-27.

Then sharpen your wit, dust off your drawing board and send in those funnies. There's no limit on the number—the more the merrier.

Latest Change to Uniform Regulations Permits Coveralls for Wear on the Job

Uniform Regulations have been changed to allow you to wear all authorized ribbons for which no medals have been struck on the right breast of your Full Dress uniform.

These ribbons include the Combat Action Ribbon, Presidential Unit Citation, Navy Unit Commendation, Meritorious Unit Commendation and foreign unit awards.

Other changes to the uniform approved recently by the Chief of Naval Operations are:

- Standardization of olive green, polyester/cotton swim trunks by all the armed services.

- Khaki leggings no longer are carried on the list of authorized uniform items and are therefore no longer required for training at Officer Candidate School or at the naval training centers.

- Scheduled seabag inspections now are required only for nonrated personnel.

- The blue rain cap cover has been deleted from the minimum outfit for NROTC midshipmen and now is in the optional category.

- The tropical khaki shirt has been authorized as an organizational issue item to NROTC midshipmen for summer training at sea.

Finally, as a result of a recommendation submitted by the Career Motivation Conference (1969), Navy-men will be provided with "organizational" clothing — such as coveralls — when engaged in work which might unduly soil the uniform. This has been authorized by *NavSup Manual* in the past, but many were not aware of this provision. As these coveralls must be purchased by the command from already austere operating funds, they will probably have to be phased in by many commands.

These changes were announced in BuPers Notice 1020 of 28 Feb 1970.

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Sweet Charity (WS) (C): Musical; Shirley MacLaine, John McMartin.

Tell Them Willie Boy is Here (WS) (C): Western; Robert Redford, Katharine Ross.

The Battle of Britain (WS) (C): Action Adventure; Harry Andrews, Michael Caine.

Change of Habit (C): Comedy Drama; Elvis Presley, Mary Tyler Moore.

Che! (WS) (C): Drama; Omar Sharif, Jack Palance.

Justine (WS) (C): Drama; Anouk Aimee, Dirk Bogarde.

Gaily, Gaily (C): Comedy; Beau Bridges, Melina Mercouri.

Journey to the Far Side of the Sun (C): Science Fiction; Roy Thinnes, Ian Hendry.

Rome Adventure (C): Drama; Troy Donahue, Angie Dickinson.

The Man Who Shot Liberty Valance: Western; James Stewart, John Wayne.

The Devil at Four O'Clock: Drama; Spencer Tracy, Frank Sinatra.

Lonely are the Brave: Western; Kirk Douglas, Walter Matthau.

Jessica (WS) (C): Comedy Drama; Angie Dickinson, Maurice Chevalier.

Four for Texas (C): Drama; Dean Martin, Frank Sinatra.

Judgment at Nuremberg: Drama; Spencer Tracy, Judy Garland.

That Touch of Mink (C): Comedy; Cary Grant, Doris Day.

Distribution of New Uniform Regulations in Loose-Leaf Design Is Now Underway

By now your ship or station should have received the new edition of *U. S. Navy Uniform Regulations, 1969* (NavPers 15665A). This publication replaces the 1959 edition and includes the changes incorpor-

COMSERVPAC sailors symbolize the role performed by logistic "ships of the train" in supplying Navy ships of the line.



ated up until the time of publication. Distribution began in March.

The new *Regs* is designed for a loose-leaf cover so that changes can be more readily made. Other new features are a "Concept to Fit Guide" which is included as Appendix A and provides guidance to commanding officers, individuals and tailors. Also included are charts showing the makeup of various complete uniforms and a chart showing equivalent uniforms of other services.

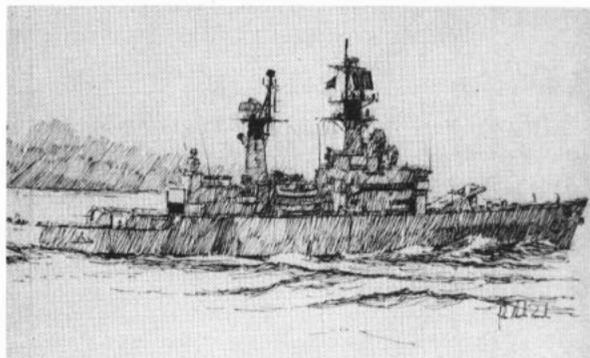
Recipients of the new publication should retain BuPers Notices in the 1020 series, dated subsequent to June 1969, as supplements to the new regulations until Change 1 is received.

Revised Rotation Procedures Set for Hospital Corpsmen in Vietnam Theater

NOW THAT American forces in Vietnam are being reduced, rotation procedures for hospital corpsmen are being returned to something closer to normal.

BuPers Notice 1306 of 21 Feb 1970 announced several new transfer policies for corpsmen, including increased shore tours for all HMs up through chief. Here are some of the major changes:

- Shipboard independent duty HMs will complete



a full tour aboard ship, then will be assigned ashore under Seavey.

- Shore tours for HMCs have been extended to 30 months; senior and master chiefs' shore tours remain at 48 months. (The top three grades are now being detailed centrally by BuPers, as are chiefs in all ratings.)

- All other male corpsmen (HM1 and below) will be transferred under the usual Seavey-Shorvey rules — with some exceptions in their favor.

HM2s, HM3s and HNs are only required to have 14 months' obligated service to be eligible for transfer ashore, rather than the usual 24.

Corpsmen completing Vietnam tours will be assigned as if they had completed a full sea tour.

- Shore tours for corpsmen reporting ashore under Seavey A-70 and later segments will be 30 months for HM1s and HM2s, and 24 months for HM3s and hospitalmen. For HM1s now serving ashore who were

transferred under earlier Seavey segments, the tour has been increased to 24 months; tours for lower-rated corpsmen now on shore duty, however, are unchanged.

AND THERE'S ONE paragraph that is very unusual for a directive — but appropriate for this one:

"In announcing this change in assignment policy the Chief of Naval Personnel takes great pleasure in expressing the Navy's, as well as the nation's, appreciation to all hospital corpsmen for their exceptional performance of duty. The Hospital Corps has readily accepted the accelerated rotation necessitated by Vietnam and, as usual, has responded immediately and enthusiastically to meet the critical needs of our Navy/Marine Corps forces. From the hospital corpsmen in the field with the Marines, to the corpsmen in our Fleet units, to those in our Naval Hospitals, all have been working with one common purpose — to save lives. A much deserved 'well done' goes out to all."

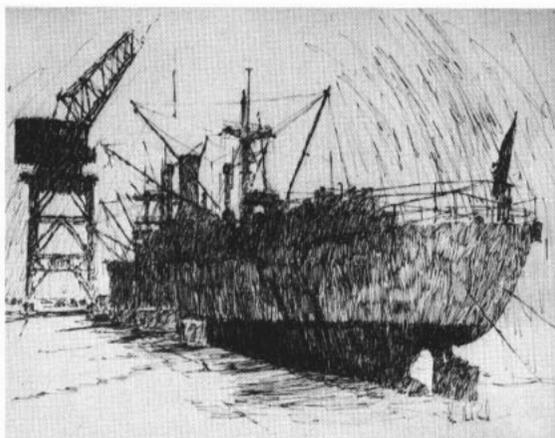
Other policies of interest in the notice include these:

Some corpsmen in critical NECs for which there are few sea billets might remain on shore duty for longer periods, and might not always be assigned to a fleet billet between shore duty and Vietnam tours. However, direct shore-to-Vietnam rotation will not be made unless there are no fleet corpsmen available for Vietnam duty.

Class "A" Basic Hospital Corps School graduates will usually be assigned for 12-month training tours to medical facilities with inpatient care capabilities. After that year, they will usually go to the fleet or to Southeast Asia.

HMs completing two deployments with a mobile construction battalion will be reassigned as if they had finished an unaccompanied 12-month Vietnam tour, as provided for in BuPers Notice 1306 of 24 Nov 1969.

NORMALLY, CORPSMEN completing a shore duty tour will be assigned to a split tour of sea duty — 15 months at sea, then a year in Vietnam.



However, some HMs will be sent to overseas shore duty (counting as sea duty) or toured sea duty after their 15 months with the Fleet. After the overseas or toured sea assignment, they will usually go to Vietnam.

Corpsmen will not be assigned involuntarily to two consecutive unaccompanied overseas tours, unless they chose to serve the first tour. They will not be transferred to an unaccompanied assignment within three months of their return from a deployment of four or more months.

Under normal circumstances, HMs on overseas duty will receive the tours prescribed by BuPers Inst 1300.26 series (except for corpsmen with the Marines) In some cases, the Navy may need to transfer some HMs before their usual TCDs.

However, men who are accompanied by their dependents won't be reassigned before they have completed two years at the overseas activity, or a year with their families, whichever comes later. And men selected for early reassignment will be notified at least six months before the transfer.

Corpsmen finishing up Southeast Asia tours should remember to make their duty preferences by naval districts, because the great number of men completing Vietnam tours makes assignment to a specific duty station impossible in many cases.

Vietnam returnees will be given priority consideration for assignment to Class "B" and "C" schools if qualified.

Five-Month Early Out If You Want a Job With District of Columbia Police

Interested in police work? If you're scheduled to leave the Navy on or before 27 November this year, you may be eligible for a five-month early out to join the District of Columbia Police Department.

The Navy and the other services are now carrying on a worldwide recruiting program for D. C. police, in an attempt to add 1200 new policemen to the force between now and 30 June.

President Nixon set a high priority for improving District law enforcement in his State of the Union message. He said: "We should make Washington, D. C., where we, the federal government, have the primary responsibility, an example to the nation and to the world of respect for law rather than lawlessness."

The 150-day early release is available only to men joining the D. C. Police Department during the present recruitment drive, which ends 30 June. Men joining police forces in other cities are allowed early outs up to 90 days.

BuPers Notice 1510 of 4 Feb 1970 gives the specifics on the D. C. police recruitment program. Briefly, here are the rules:

Naval personnel between the ages of 20 and 29 whose expiration of active obligated service falls between now and 27 Nov 1970 may apply.

The application process includes preliminary screening by the man's commanding officer, adminis-

tration of a Civil Service exam, a separation-type physical examination, completion of a Personal History Statement, a records check, fingerprinting, and recommendation by the CO.

If an applicant successfully completes all these steps, his application will be sent to the D. C. Police Department for the final decision on his acceptability. If he is accepted, he may be released from the service up to five months early.

This special short-term recruitment program for the D. C. police differs from existing police recruitment efforts in several ways besides the earlier release.

In other programs, police departments themselves did the recruiting on base. For this program the Navy has accepted the responsibility for recruitment.

Men in overseas commands are eligible for the D. C. police program. In earlier police recruiting efforts, men overseas could not receive early outs to join a police department.

The D. C. police force has changed its established procedures to allow commanding officers to screen applicants, and to accept military physical exams.

Lots of people talk about law and order. If you want to do something about it, check out the D. C. police program.

Separation Procedure—What You Should Know to Make It as Smooth as Possible

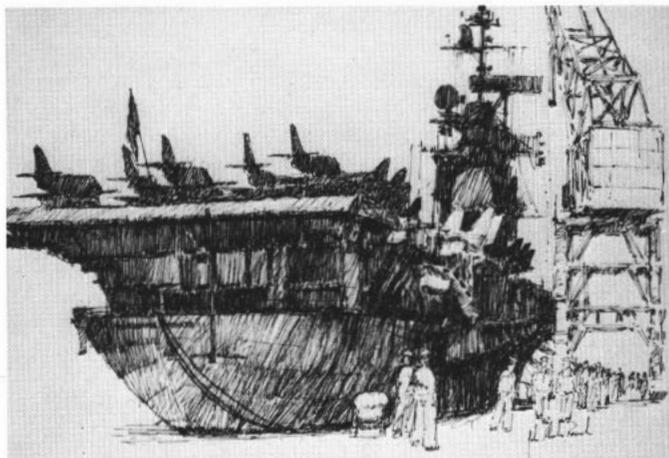
Unless you reenlist, your separation from the Navy no doubt will be a one-time affair. Therefore, you'll want it to go as smoothly as possible.

You can help if you know what is expected of you and what the command does to help you receive your separation papers. Actually, the separation routine is uncomplicated:

For instance, if you happen to be overseas, your command may transfer you to a separation activity in the contiguous 48 states near your home of record, if you wish, instead of transferring you to a coastal separation activity.

However, any additional travel time involved in

J02 John C. Roach, USN



bulletin board

such a transfer must be charged as leave, and any additional cost over what it would be to the separating activity nearest the port of debarkation, and thence to your home of record or place of selection, must be borne by you. To clarify your entitlements under such conditions, refer to *BuPers Manual*, 3810260, in your Personnel Office.

To save time at a separation activity, you should undergo a pre-separation physical examination at your command, provided, of course, it has the medical facilities on board. If not, then you should be examined at an activity in the immediate vicinity which has medical facilities available.

By having your physical examination complete when you arrive at a separation activity, not only will you save time, but more than likely you'll avoid standing in another line.

The physical, including the examination required upon transfer to the Fleet Reserve, may be conducted up to three months before your expected date of separation. However, the serological (VDRL) and Tuberculin skin (PPD) tests must be given within 30 days of separation. Chest X-rays conducted within six months of your separation are acceptable for a separation physical.

Your service record must be verified before you are transferred for separation. Particularly important, ensure that on page 13, there is a notation of your eligibility to reenlist, whether or not you intend to do so. Your leave record (page 8) should be checked, and your performance record (page 9) examined for accuracy.

With regard to your performance record, certain changes to regulations are in effect which will be incorporated in a forthcoming change to *BuPers Manual*. Briefly, the change requires that, before transferring you for separation, your command compute and enter on page 9 the final average of all marks assigned to you during your enlistment or period of active duty only if you have one or more marks below 3.0.

The over-all average of the five traits (Professional Performance, Military Behavior, Leadership and Supervisory Ability, Military Appearance, and Adaptability) will be noted on those persons having one or more marks below 3.0. If you have no marks below 3.0, the verifying officer will include a statement of certification in place of an over-all average notation. You should ensure this statement is entered on page 9.

In the event you have been working with classified material or have had access to such, before you leave your command for the separation activity, you must undergo a debriefing and fill out a Security Termination Statement (OpNav Form 55-14). This is required by Article 0306 of the *Security Manual*, and in its own way protects you as well as the Navy.

While on the subject, your security clearance documents should be left in "open" service records whenever you are being transferred from one duty station to another, and also when being released from active

duty for inactive duty in the Naval Reserve. Should you decide to reenlist, such documents will be transferred immediately to your new service record (this change supersedes the instructions on page 6 of the *Separation and Reenlistment Guide* (NavPers 15877)).

Clearing your pay record is of primary importance, and is something that you should be fully aware of. Be certain that outstanding travel advances and pay record vouchers are entered by the disbursing officer; and that station credits, such as sea pay, proficiency pay, hostile fire pay, etc., are stopped. Proper verification can expedite your separation processing.

Commands will notify the appropriate authorities upon your separation if you have dependents receiving civilian health care that is subsidized by public funds. Along these same lines, you should become familiar with the Health Care Insurance Coverage available through the two participating companies. Your command will see to it that you are offered an opportunity to enroll in the plan of your choice, if you so wish.

One of the last items you'll receive in uniform will be the pamphlet "Once a Veteran" (NavPers 15855F). And, if at all possible, you will be counseled by a representative of the Veterans Administration who will inform you of your VA entitlements. The larger separating commands make arrangements for counselors to hold group discussions on VA rights and benefits with personnel being separated.

Civilian Employment Help Offered By Placement Annual and GRAD

By now, each ship and station personnel office and each major Navy library should have a copy of the 1970 *College Placement Annual*, which contains the names, addresses and employment needs of more than 2000 corporation and government agencies.

The directory and the Graduate Resume Accumulation and Distribution System (GRAD) were the joint subjects of BuPers Notice 1740 (19 Nov 1969). The notice may be of interest to you if you're a college graduate who wants civilian employment assistance after discharge, retirement or transfer to the Fleet Reserve. Here's a summary:

●College Placement Annual. This directory is made available by the College Placement Council and a revised edition is distributed each year to all ships and stations. It contains an alphabetical listing of the names, addresses and employment needs of 2000 corporate and governmental employers, plus a cross-indexed listing of employers by occupation and location. The directory also contains timely articles written to assist the jobseeker in his pursuit of a career.

●College Placement Council and GRAD. The CPC sponsors a placement service for college alumni under the GRAD system. The latter is a computerized program which links college placement offices from coast to coast with employers in business, education, industry and government.

To the Navyman this means that if you are about

to be separated, GRAD can put your qualifications before a wide range of employers. A bachelor's degree from an accredited four-year college or university in the United States is the only qualification you need to participate. There is no cost to you.

Commands may request copies of a GRAD system brochure from the Chief of Naval Personnel (Pers-G224). The brochure describes the system and con-

tains an order blank for the GRAD system resume pack for use by participating Navymen.

Further details on GRAD are contained in the *College Placement Annual*.

It is noted that GRAD is in no way related to the Civilian Employment Assistance Program coordinated by District Commandants and described in article 6220140 of the *BuPers Manual*.

More Than 56,000 Navymen Advance Following February Exams

IN ALL GRADES up to chief, advancements from the February examinations were better than those in last August's test cycle. By the time the current group of advancements ends in October, 56,778 Navy men and women will have moved up the ladder to PO3, PO2, PO1, or CPO as a result of the February test.

The total includes USN, USNR, TAR and field advancements. Broken down by grade, the February tests will result in 2417 new chiefs, 6676 PO1s, 18,297 PO2s and 29,388 PO3s.

Nine per cent of those taking the exam for CPO made the hat, as against six per cent from the August test. For PO1, 28 per cent of the candidates were advanced, compared to 18 per cent in the August cycle. Among Navymen taking the PO2 test this time,

59 per cent made it, while only 44 per cent of the candidates had been successful in August.

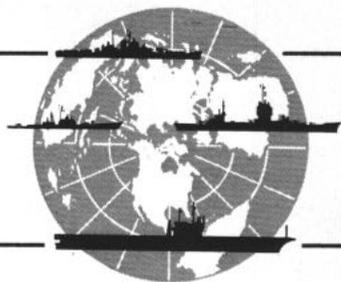
Sixty-four per cent of the men who took the February test for 3rd class were advanced. The figure for the August exam was 57 per cent, and for the November cycle only 35 per cent.

Barring unexpected force reductions or other unforeseeable circumstances, opportunities should remain about as good in the future as they have been in this cycle.

Listed below are preliminary totals of advancements in each rating and pay grade from PO3 through CPO from the February exams, including TAR and field advancements. These figures may be expected to change slightly in months to come as a few stragglers are advanced.

Number advanced to—				Number advanced to—				Number advanced to—						
Rating	PO3	PO2	PO1	CPO	Rating	PO3	PO2	PO1	CPO	Rating	PO3	PO2	PO1	CPO
ABE	216	50	13	3	CE	100	48	30	2	MN	10	11	8	8
ABF	110	51	8	7	CM	80	52	9	4	MR	362	164	34	13
ABH	599	92	32	4	CS	783	310	35	32	MT	6	74	61	31
AC	173	179	98	41	CT	1299	603	266	180	MU	41	49	33	11
ADJ	1775	692	289	54	CYN	310				OM	19	23	8	2
ADR	272	105	37	14	DC	452	229	64	27	PC	161	86	23	12
AE	1227	541	205	10	DK	125	120	6	11	PH	255	188	13	12
AG	68	117	29	15	DM	61	33	8	2	PM	29	11	4	1
AK	441	192	47	7	DP	270	137	77	44	PN	612	395	88	74
AME	159	170	42	11	DS	17	110	92	5	PR	198	94	14	10
AMH	269	373	184	34	DT	122	89	15	19	PT	26	37	13	3
AMS	944	220	22	19	EA	46	11	7	1	QM	443	275	77	16
AO	645	328	76	18	EM	821	778	249	22	RD	1048	641	127	37
AQ			65	25	EN	607	546	107	34	RM	1119	796	471	90
AQB	171	71			EO	161	71	20	4	SD	371	66	84	34
AQF	291	234			ET			628	219	SF			106	59
AS			104	20	ETN	314	761			SFM	296	169		
ASE	41	41			ETR	213	548			SFP	214	147		
ASH	56	23			FTB	5	36	18	10	SH	577	142	19	14
ASM	66	57			FTG	290	216	77	36	SK	514	413	49	34
AT			349	205	FTM	25	141	34	7	SM	296	171	12	11
ATN	1116	548			GMG	142	233	30	13	ST			192	95
ATR	465	382			GMM	46	6	4	3	STG	197	219		
AWA	81	66			GMT	109	106	49	32	STO	35	36		
AWH	16	13	12	6	HM	1027	704	248	65	STS	78	127		
AWN	54	31			IC	366	298	104	21	SW	34	15	13	4
AWV			43	14	IM	26	21	4	9	TD	113	48	73	8
AX	15	48	59	4	JO	58	24	14	7	TM	235	203	161	41
AZ	554	194	77	19	LI	39	44	7	3	UT	57	46	28	2
BM	1332	431	320	261	ML	13	10	5	4	YN	1087	752	327	71
BR			3	3	MM	967	1004	206	55					
BT	784	457	38	25										
BU	142	86	45	6										

Letters to the Editor



Miniature Insignia

SIR: Several years ago a Hollywood production starring John Wayne showed him wearing miniature naval aviator wings with his miniature medals.

We have been unable to verify what the ruling was in the past, nor can we uncover in *Uniform Regs* what's in fashion today.

Specifically, are naval aviators and submariners authorized to wear miniature breast insignia when miniature medals are prescribed?—CHBOSN J. E. S., USN; YNCS(SS) E. J. H., USN.

• *Gentlemen, check your copy of "Uniform Regulations," 1969, Article 0236. There it states that miniature Naval Aviator Insignia and miniature Submarine Insignia — approximately one-half the size of the large breast insignia—will be worn on uniforms for which miniature medals are prescribed. All of which proves once again that John Wayne is infallible.—Ed.*

Retired Pay Checkage

SIR: Under what circumstances, if any, can the retired pay of an enlisted member be withheld?—ENC (SS) J. P. D., USN (Ret.).

• *Retired pay is not normally subject to garnishment, attachment, execution, or other legal process while in the hands of a federal disbursing officer.*

In certain cases of overpayments made by the Navy to a member or in his behalf, the U. S. Navy Finance Center may recover an indebtedness by checkage against retired pay. But, there is no authority for involuntary checkage to satisfy private claims, debts to other government agencies or judgments of civil courts.

However, retired pay is subject to checkage for Internal Revenue Service Notice of Levies for delinquent federal taxes.

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 G13, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

In addition, a retired member should be aware of the restrictions against receiving retired pay in 5 USC 2281-2288, as amended (commonly called the "Hiss Act"). Payment of retired pay may not be made, under the provisions of this law, to a retired member who:

• *Is convicted by court-martial or federal court of an offense involving the national security of the United States.*

• *Fails or refuses to testify upon grounds of self-incrimination with respect to his service or relationship with a foreign government.*

• *Is guilty of perjury in falsely testifying or concealing any material facts in connection with any of the above-mentioned crimes.—Ed.*

Hashmarks Unlimited

SIR: Would ALL HANDS get a message across for me? I have been asked numerous times if a man is authorized to wear more than seven hashmarks.

The answer, of course, is yes, provided the wearer meets the requirements of Article 1115 of the *Navy Uniform Regulations*.

And while we're about it, I wish you would also make it clear that Navymen in the first three pay grades aren't authorized to wear gold hashmarks. This is a prerogative reserved for petty officers.—SMCS, D. C. G., USN.

• *As you know, an enlisted man be-*

comes eligible to wear one hashmark for every four years of active naval service. Nowhere in the regulations is a limit placed on the number which may be worn.

To turn red hashmarks into gold, an enlisted man need serve in the Regular Navy or the Naval Reserve for 12 consecutive years and be eligible for successive awards of the Navy Good Conduct Medal. The 12-year eligibility period can begin at any point in a man's career.

A man can lose his gold stripes if he is convicted by a court-martial and the conviction becomes final or if he fails to qualify for the Good Conduct Medal. As you say, only petty officers are eligible to wear gold stripes.—Ed.

Reserve Obligations

SIR: Before I began serving two years' active duty, I was in an active Reserve status for one year and nine months. During this time I spent six weeks going through Reserve boot camp and submarine school, and attended a 20-week accelerated Radioman Class "A" School.

A shipmate has told me that if I went to an accelerated "A" school, then I am not obligated to attend Reserve meetings when I am released from active duty.

True? or False?—RM2 (SS) R. E. E., USNR.

• *False. Unless there was an administrative oversight, you were probably required to sign a Page 13 Agreement which stated that, in return for assignment to class "A" school, you would participate satisfactorily as a member of a drilling unit for two years following active duty, or until expiration of your enlistment, whichever is earlier. Satisfactory participation is interpreted as attending 90 per cent of all scheduled drills and per-*

forming two weeks of active duty for training annually. Failure to meet these requirements might mean a Reservist will be ordered to 45 days of involuntary active duty for training.

This policy applies to Reservists who reported to active duty via class "A" school or, as in your case, were ordered to accelerated "A" school.

Another question frequently asked is whether the mandatory drilling obligation applies in the case of Naval Reservists who have served in Vietnam.

Department of Defense Directive 1215.5 of 25 Aug 1969 provides that enlisted personnel who have served two or more years on active duty, or who have served in a combat zone, will not be required to attend drills, involuntarily.

This policy, however, specifically excludes those who execute the class "A" school agreement.—Ed.

Gold Hashmarkers

SIR: I have noticed with concern that most of the letters you receive about Gold Hashmark clubs ask about the privileges members can get. One such letter was the one from ENS A. A. K. in the January issue, page 60.

As the secretary of our Gold Hashmark club on the ServPac staff, I'm glad that so many fellow members want to know what benefits they can receive from the club.

But I feel that the members of Gold Hashmark clubs should also ask what THEY can do for the command and community. In any such club you have a group of men capable of performing great service.

Our club has most of the benefits mentioned in your January issue—but it also has a list of accomplishments, including such things as:

- Serving as keymen for the Navy Relief drive, which reached 100 per cent participation.
- Planning trips and tours for the local Sea Cadets in the community.
- Making suggestions to the commander for ways to improve morale for the men, in the barracks and in other areas of the command.
- Sending letters of condolence or sympathy to members of the command who have had deaths or illness in their families or other serious problems.

A Gold Hashmark club should be organized for the benefit of the command and the personnel attached—not just for the benefit of the members.—YN1 H. E. Thacker, USN

• That's the kind of spirit we like.

Of course, there's no objection to a club organized strictly for its members' benefit. But we thoroughly approve of the idea of expanding to help others too.

We hope your letter will stimulate similar service programs in other Gold Hashmark clubs. In the meantime, keep up the good work.—Ed.

Early Out?

SIR: The current early out program is receiving plenty of discussion, but I, for one, do not fully understand it.

I served two Vietnam tours. The first amounted to some 10 months on board an LST. The second was a one-year tour which consisted alternately of duty ashore in the Mekong Delta and boat runs with the Mobile Riverine Force.

I was transferred from Vietnam to

my present shipboard duty last July, and my enlistment expires in September 1970.

Since I have had 22 months of Vietnam service, will I be eligible for early release?—EN2 D. S.

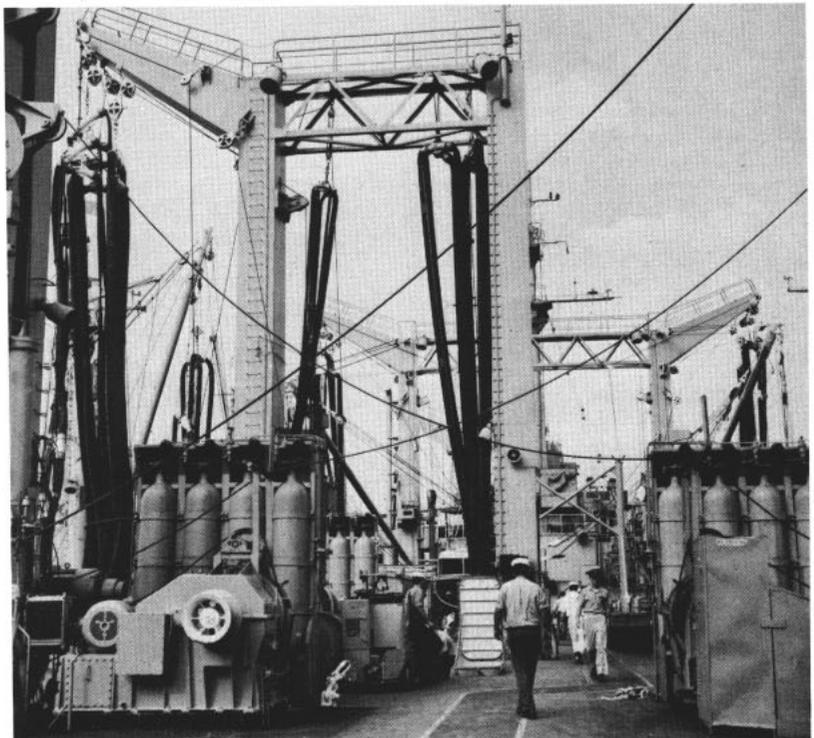
• No, because like any other early release program, the lines must be drawn somewhere, and your case is outside these lines.

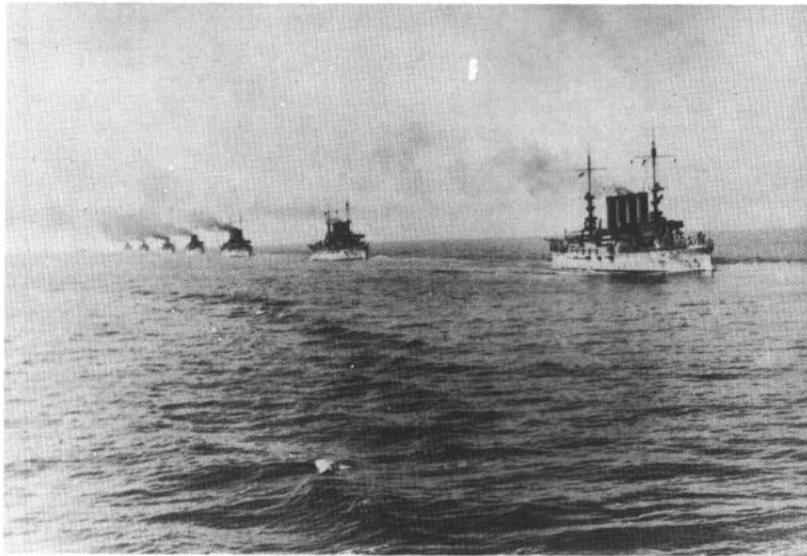
The current 365-day early out program applies only to enlisted men who now serve in Vietnam on tours which will be completed between 1 Sep 1969 and 1 Jul 1970. It does not apply to Seabees, hospitalmen with certain NEC skills, and anyone (such as you) who rotated from Vietnam before 1 Sep 1969.

Those eligible for early release may be separated up to one year before expiration of enlistment (or enlistment as extended).

The six months' early release for Vietnam veterans will continue after 1 Jul 1970 for those members within 180 days of their EOS at completion of their Vietnam tours.—Ed.

What's this? It looks like a complex shipyard installation, but it's actually an AO, a modern Navy oiler on the job far out at sea, always prepared to keep the fleet on the move.





Seven ships of "The Big Eight"—the Armored Cruiser Squadron, Pacific Fleet.

A Most Impressive Sight

SIR: In his letter published in ALL HANDS, November 1969, pp. 60-61, MMC W. J. Swaney says of the pre-WW I armored cruisers: "The big ships were an impressive sight when they were cruising together."

He is correct. To prove it, I am enclosing a picture of seven of the "Big Eight"—the Armored Cruiser Squadron, Pacific Fleet. It was made between 1906 and 1910, while I was serving on the staff of Admiral Uriel

These two crewmen in baseball uniforms were assigned to the Number 7 six-inch gun on board USS Tennessee.



Sebree, Commander in Chief, Pacific Fleet.

His flagship, *uss Tennessee*, is not shown. In order of formation, the ships in the picture are *Washington*, *California*, *South Dakota*, *West Virginia*, *Pennsylvania*, *Maryland* and *Colorado*. ADM Sebree was in command of the first four ships, the 1st Division; Admiral Barry commanded the other four, the 2nd Division, with his flag on board *West Virginia*.

The ships looked spick-and-span, with white sides and spar-colored (yellow) superstructures. The bright-work was shined and the decks holystoned.

In the picture, they are steaming about 500 yards apart. The exact spacing was made possible by the "stadimeter" measurements invented by Captain (later admiral) Fiske, captain of *Tennessee*.

The ships are moving at their most economical speed—12 knots. The fuel is black coal. You may notice the speed cones at the yardarm. The ships did not have patent anchors yet.

All three officers on ADM Sebree's staff later became admirals: his chief of staff, Captain Benson; flag lieutenant, LT Claude C. Bloch; and flag aide, ENS R. S. Holmes.

The enlisted complement of the staff included a chief signal quartermaster; four 3rd class signal quartermasters (I was one) with three signal boys under each PO; a chief yeoman,

a cook, a steward and a mess boy.

I served on board *Tennessee* from October 1906 until February 1910, then two weeks on board *California*. The admiral transferred his flag to *California* in Honolulu, and my enlistment expired at sea en route Honolulu to San Francisco.

Ironically, both ships I served on met with disaster later: *Tennessee* (later renamed *Memphis*) wrecked by a tidal wave, and *California* (later *San Diego*) sunk in WW I.

The two men in baseball uniforms are Gunner's Mate 2nd Class Walling and me. We were assigned to Number 7 6-inch gun. The picture was taken in 1906, when I was 17 years old.—LTJG Louis F. Calabres, USN (Ret.)

• Thank you, sir, for sharing your memories and pictures of the Armored Cruiser Squadron. The ships were impressive indeed.

Readers may notice that you list only eight armored cruisers, while the November ALL HANDS named 10. The other two, North Carolina and Montana, were commissioned in 1908 and operated in the Atlantic, Caribbean and Mediterranean.

We think the Fleet will enjoy your story and pictures. Thanks again.—Ed.

Fresh Water Man of War

SIR: In your October story "The Certified Sailor", you requested information on Navy certificates that had not been mentioned.

You had a certificate concerning the 1959 Operation Inland Seas cruise to the Great Lakes via the St. Lawrence Seaway but I was issued another for that trip by Commander Amphibious Force, U. S. Atlantic Fleet. It certified that I was a "Fresh Water Man-of-War's Man" and reads as follows:

"Know all men by these presents, greetings. That (name), a deep-water sailor, who while attached to and serving on board United States Ship *Suffolk County* (LST 1173), did, during the period of 13 June to 31 Jul 1959 while engaged in Operation Inland Seas, enter into the bodies of fresh water, lying between Canada and the United States of America known as the Great Lakes via the St. Lawrence Seaway and in the highest traditions of the United States Naval

Service, follow in the footsteps of such naval men as McDonough, Perry, and Lawrence, and as reward for such unique service shall be recognized by all seafaring men, polliwogs, boots, mermaids, and other denizens of the deep as a fully qualified Fresh Water Man-of-War's Man and is to be afforded all courtesies and privileges commensurate with this esteemed and honorable title. He is one of the first of his breed of marine life to be so qualified since 1812, a period of 147 years."

Incidentally, your article mentioned that unofficial certificates are not stocked by the Navy. Either the statement is incorrect or the Shellback certificate is official for the Navy Stock List of Forms and Publications assigned it Stock Number 0506-012-0000.
—P. W. L., SK1, USN.

• *Thanks for your information on the Neptune Certificate. It is indeed stocked and has been since World War II. Thanks also for the addition to our collection of certificates.*

There may have been other certificates we missed and we still solicit additions from the Fleet.—Ed.

Temporary Advancements

SIR: The BuPers Manual, Article 2230140.2, says: "When authorized by the Chief of Naval Personnel, temporary advancements to a higher pay grade may be effected in order to fulfill immediate personnel requirements."

New White Trousers

SIR: Are the new white trousers for enlisted personnel, as described in BuPers Notice 1020 of 22 Nov 1969, going to be the same as the present CPO-officer type?—SF1 S. D. P.

• *No. The white trouser specifications will be revised to include side and back pockets.*

For the benefit of those readers who may be unfamiliar with the Notice in question, the first paragraph of enclosure (2) of the Notice reads: The Chief of Naval Operations has recently approved side pockets, back pockets and a zipper-fly front for the conventional white trousers now worn by enlisted personnel below chief petty officer.

These trousers are to be phased in as old stocks are used up.—Ed.

I recall that there used to be temporary advancements to CPO, which were discontinued some time ago, but I've never heard of anyone else being temporarily advanced.

Can you explain this article? Under what circumstances does the Chief of Naval Personnel consider "fulfilling immediate personnel requirements" before a man could be advanced to a higher grade?

I've asked several PNIs about it. They all said this was the first time

they had ever heard of such a provision except for CPOs.—PN2 M. D., Jr.

• *The advancement people in the Bureau inform us that the article you quote has nothing to do with the old acting appointments to CPO, which were discontinued in 1965.*

Temporary appointments, as provided for in the article, are not being made now, and aren't expected to be made in the foreseeable future. The article simply gives the authority to make such advancements if the Chief of Naval Personnel ever thinks they are necessary.

Two possible circumstances in which temporary advancements might be necessary are a shortage of eligible men to meet current petty officer requirements, or a short-term rise in the PO requirements.

In either case, temporary advancements might be used to fill the need for POs by allowing a man to increase his experience by working at a higher grade, or by using him to fill a higher slot in a short-term build-up of strength.

Anyone who received such a temporary advancement could, of course, be reverted to his old grade if Navy strength were drastically cut later. Such reversions would prevent an advancement "hump," which would stagnate advancement in the lower grades.

The system is provided for if it's ever needed, but it isn't expected to be used any time soon.—Ed.

Some of the crewmen of AirLant, with their carrier in the background, enjoy the view at the beaches in Nassau.



Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Manila Bay* (CVE 61)—Crewmembers who served on board during the period 1943–1946 are invited to contact Arnold Lind, 2002 D 24th St., Los Alamos, N. M. 87544, for details on a reunion to be held in August 1970.

• *uss Concord* (CL 10) — The annual reunion will be held 23 to 26 July in Baton Rouge, La. William C. Webster, Box 53074, Baton Rouge, La. 70805, has the details.

• *35th Seabee Association*—The 25th annual reunion will be held 5 to 7 September in Providence, R. I. For information contact Phil Silver, 924 Stratford Court, Westbury, Long Island, N. Y. 11590.

• *uss Yorktown* (CVS 10)—Former crewmembers are invited to a reunion which coincides with Yorktown's decommissioning at Boston 25 to 27 June. Contact E. H. Murphy, 15 Lambert Ave., Stoughton, Mass. 02072, for details.

• *302nd Seabee Battalion*—The 23rd reunion will be held 17 to 19 July at the Town and Country Motel, Warren, Ohio. For information contact H. W. Price, Jr., 135 W. Third St., Lewistown, Pa. 17044.

• *uss California* (BB 44)—The Holiday Inn at Sarasota, Fla., will be the site of the seventh reunion to be held 7 to 9 July. Details may be obtained from Harold Bean, 220 E. Pearl St., Staunton, Ill. 62088.

• *Rice Paddy Navy* — The 25th anniversary and 16th annual reunion and convention of the Sino-American Cooperative Organization, also known as the Naval China Group, Chungking, and Rice Paddy Navy, will be held 17 through 19 July at the Marriott Twin Bridges Motel, Washington, D. C. For information contact

CDR Alexander Hays, 321 Grant St., Sewickley, Pa. 15143.

• *uss Gosselin* (APD 126) -- Former crewmembers who served on board from November 1944 through February 1946 are invited to contact John S. Stetz, 320 Third St., Downers Grove, Ill. 60515, for details regarding a reunion in St. Louis 2 through 4 July.

• *uss Northampton* (CA 26) — The third annual reunion will be held in San Diego 30 July through 1 August for men who served on board during the period 1930 to 1942. S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301, has the details.

• *American Battleship Association*—All former battleship officers and enlisted men are invited to the reunion at the Ascot House in Chicago 27 through 30 August. Details may be obtained from the American Battleship Assoc., P. O. Box 11247, San Diego, Calif. 92111.

• *uss Idaho* (BB 42)—Anyone who served on board *Idaho* is invited to the reunion to be held at the Hacienda Hotel in Las Vegas 20 - 23 August. For information write to David C. Graham, *uss Idaho* Assoc., P. O. Box 11247, San Diego, Calif. 92111.

• *uss Wadsworth* (DD 516)—The reunion for crewmembers will be held 12 - 16 August at Lake Ozark, Mo. Logan Webb, P. O. Box 532, Rockford, Ill. 61105, has the details.

• *uss Bennett* (DD 473)—A "family vacation" style reunion will be held in Boston 6 - 9 August. Inquiries should be directed to Frank J. Hanratty, 41 Highland St., Auburn, Mass. 01501.

• *56th Naval Construction Battalion*—A reunion will be held in Chicago 3 - 7 September. For information contact J. M. O'Connor, Michigan Terrace, Apt. 3104, 535 No. Michigan Ave., Chicago, Ill. 60611.

• *uss Archerfish* (SS 311)—Former crewmembers should contact

Henry Zych, 3131 So. Nevada St., Milwaukee, Wis. 53207, for details regarding a reunion in Milwaukee 24 - 26 July.

• *uss Bunker Hill* (CV 17)—The annual reunion will be held at the El Cortez Hotel in San Diego 26 - 29 June. Former crewmembers may obtain information from Robert Cox, 6550 Ponto Drive, Space #64, Carlsbad, Calif. 92008.

• *Seabee Veterans of America*—The 24th annual convention and reunion will be held at the Commodore Perry Motor Inn, Toledo, 13 - 16 August. Donald E. Laubenz, 298 Mettler St., Toledo, Ohio 43608, has the details.

• *JICPOA - FRUPAC*—Members (you know who you are) may contact LT Frank D. Corbett, USNR (Ret), 3531 Winding Creek Rd., Sacramento, Calif. 95825, for information regarding a reunion in Honolulu 2 - 7 November.

• *uss Nicholas* (DD 449) — World War II crewmembers will hold a reunion in Madison, Wis., 5 - 8 August. Contact W. H. Gabelman, 1133 Risser Rd., Madison, Wis. 53705, for details.

• *70th Battalion Seabees*—Former members, including those of the 1005 and 1006 Seabee detachments of World War II, are invited to a reunion to be held at the Hotel Paramount, Parksville, N. Y., on 19 September. J. Goempel, 107 Haywood St., East Liverpool, Ohio 43920, has full information.

• *uss Pollux* (AKS 4)—Crewmembers during the period 1965 - 1969 who are interested in a reunion should contact S. L. Kunger, 15349 SE 306th, Kent, Wash. 98031 or D. E. Brisco, 4049 W. Imperial Hwy., Inglewood, Calif. 90304.

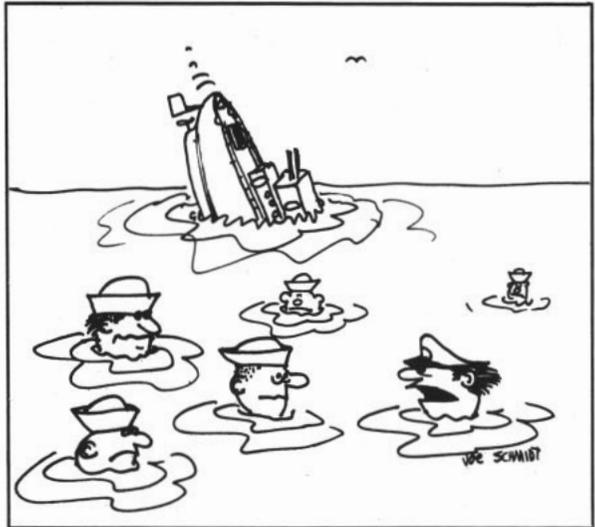
• *uss MacLeish* (DD 220/AG 87)—Crewmembers of the period 1920 - 1946 may write to Francis P. Cameron, 55 Suffield St., Windsor Locks, Conn. 06096, for information regarding a proposed reunion.

Ken Duggan



"What makes you think I've been paying more attention to that new Wave than my work?"

SN Gary E. Schmidt, USNR

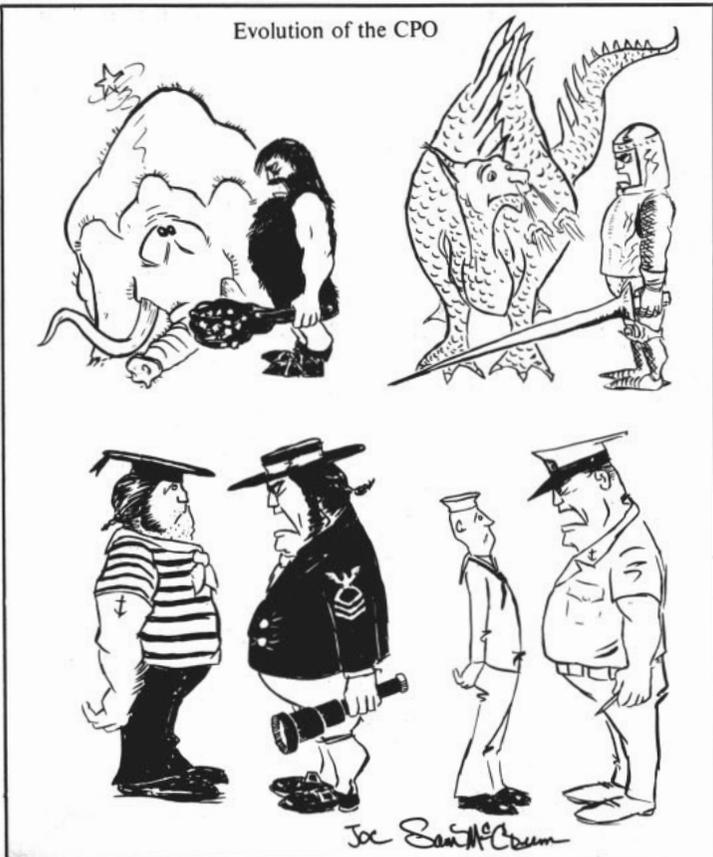


"O.K., men, knock off ship's work!"

JOC Sam McCrum, USN

(USS Kennedy CVA 67—Profile)

Evolution of the CPO



RM1 Richard A. Peterson, USN



"The word is 'Dinner for the crew,' Forbes, not 'Sooie, Sooie, Sooie!'"

TAFFRAIL TALK

H EARD ANY GOOD Horatio Alger stories lately? We have. The heroes of the novels of this 19th century writer rose to fortune and sometimes fame by a combination of a small amount of luck, lots of pluck and a great deal of hard work.

The careers of many Navymen today might have come straight out of Horatio's books.

Take Commander James Berger, for example. He retired recently after more than 30 years in the Navy, which started when he enlisted as a seaman recruit fresh out of high school.

During the war years, his rise through the enlisted ranks was exceptional. Six years and 10 days after he joined up, James Berger was appointed as a warrant officer.

In assignments on a dozen ships, he continued up the ladder. His formal education had ended with high school graduation, but by hard study he qualified as an engineer for the largest type of ship in the Navy—aircraft carrier.

The job usually requires at least one college degree; CDR Berger qualified by the longer and harder school of duty on six carriers.

Only nine of his Navy years were ashore. In the last of them, as Ships and Craft Officer for the 13th Naval District, he was in charge of accepting and commissioning all newly constructed ships in the district.

CDR Berger went to the top in his field thanks to pluck, luck and hard work.

On second thought, we doubt that luck had much to do with it.

N AVY DOCTORS were always invited to the usual anniversary celebrations but they never went to their own — and with good reason. Nobody, it seems, got around to establishing an official birthday for the Medical Corps itself.

It might be assumed that there has been a Medical Corps for as long as there has been a Navy and, in a sense, such an assumption would be correct. After all, the first naval surgeon went to sea in 1775 aboard *uss Alfred* with a young lieutenant named John Paul Jones.

But it wasn't until 3 Mar 1871 that Congress formally established the medics as a staff corps in the Navy. In that year, there were 153 Medical Corps officers listed in the Navy Register as serving aboard ships or at one of the eight naval hospitals then in existence.

As the Navy grew, the Medical Corps also grew until there now are more than 4000 Navy doctors serving throughout the world in ships, with the Marines, in one of the Navy's 37 hospitals or on the staff of Fleet and Force Commanders.

Although Navy doctors are as traditional as sails and mizzen-masts, the modern Naval Medical Corps eschewed 1775 and adopted the 3 Mar 1871 Act of Congress as the date of its origin.

In doing so, the Navy Medical Corps probably became the first organization in history to reach the age of 99 before having its first birthday party.

The All Hands Staff

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

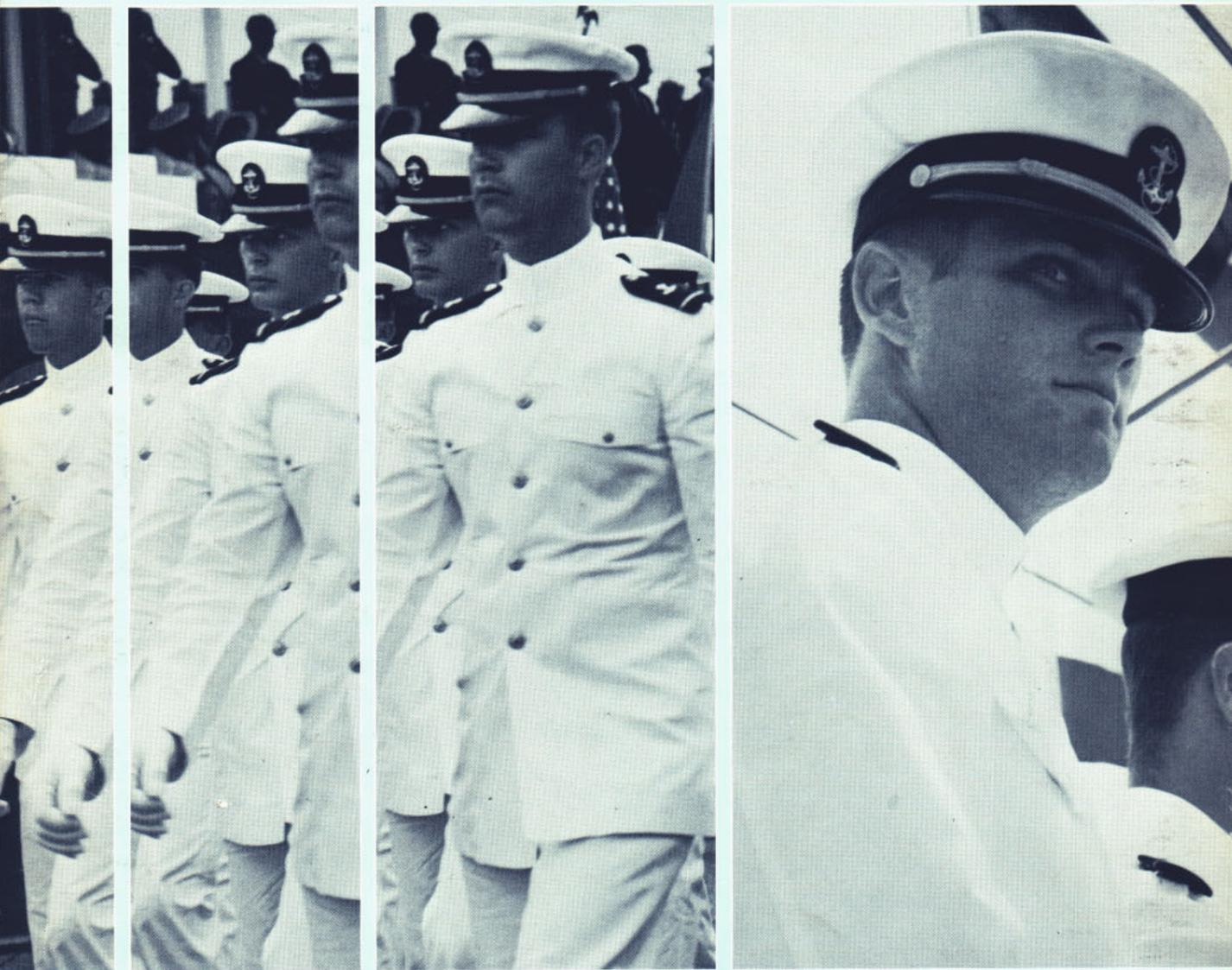
There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

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, black-and-white, and also color transparencies. 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. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

● **AT RIGHT: SHIMMERING WATER** surrounds the amphibious cargo ship *USS Union* (LKA 106) and the amphibious assault ship *USS Tripoli* (LPH 10), berthed together at the new White Beach Navy Pier in Okinawa.—Photo by Photographer's Mate 2nd Class R. E. Ziel.





ADVANCE

and be recognized