

ALL HANDS

A firefighter in profile, wearing a dark helmet with "ECS" on the back and a dark jacket, looking towards a blurred fire scene. The background shows a fire truck and a fire with smoke.

OCTOBER 1971



ALL HANDS

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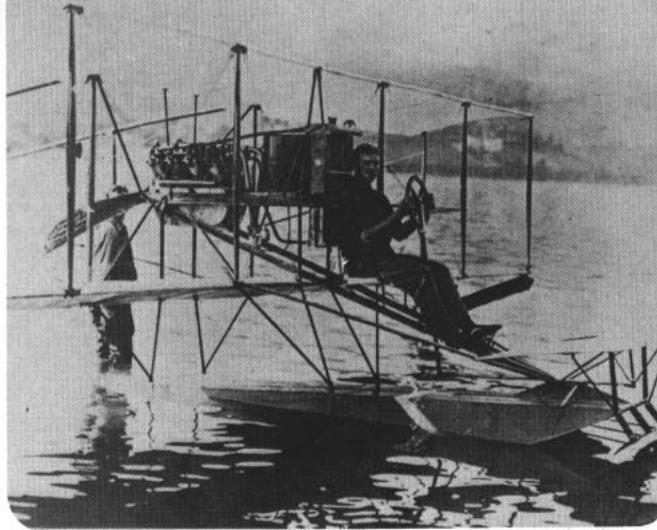
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• **FRONT COVER: CATAPULT WORKER** Clyde C. Baird watches flight operations aboard the nuclear-powered carrier USS Enterprise (CVAN 65) in the South China Sea off the coast of Vietnam. An A-4 Skyhawk jet bomber is blurred as it speeds down the flight deck. Baird hooks planes to the catapult and is the last man out from under the plane before takeoff.

• **AT LEFT: WHAT'S THIS?**—It's the fuselages of two F-9J Phantom II fighter aircraft, of course! The "eyebrows" are formed by another F-9J which is also reflected in the helmet goggles of LT Ernest E. Christensen, Jr. as he flies in the slot position during a demonstration by the Navy's Blue Angels.

Photo by LT Ernest E. Christensen.



6 Decades

NAVAL AVIATION dates back to Eugene Ely and his successful landing and then launching from ships of the fleet 60 years ago. However, a joint Army-Navy board displayed more than a passing interest in the military possibilities of aviation as early as 1898.

Captain Washington Irving Chambers led the Navy's first cautious attempts at aeronautics as "officer in charge of aviation." With him came airplane builder Glenn Curtiss, who was to sell the practicality of the airplane to the military.

First Planes, First Aviator

IN EARLY 1911, Lieutenant Theodore G. Ellyson—the first Naval Aviator—reported to the Curtiss aviation camp at North Island, San Diego, for duty. In March that year, Congress appropriated \$25,000 for "experimental work in the development of aviation for naval purposes." CAPT Chambers requested delivery of two Curtiss planes, officially marking the beginning of Naval Aviation.

Under CAPT Chambers' leadership, things began to move. During the next several years there was much time spent in technological research, including instrumentation and the perfecting of navigational techniques. Other activities during this time included: construction of a wind tunnel; testing of catapults; a

Left: In 1911, Naval Aviation was born with then-Lieutenant T. G. Ellyson, the first Naval Aviator piloting the Curtiss Pusher, the first Navy plane. Below: Eugene Ely landing aboard USS Pennsylvania, thus creating the first Navy aircraft carrier. Below right: The NC-4 seaplane lands in the waters off Portugal ending its 11-day transatlantic flight, the first such flight by any type of aircraft. Bottom: USS Langley was remodeled to accommodate aircraft following Eugene Ely's successful maneuvers with the armed cruiser Pennsylvania.

of NAVAL AVIATION

recoilless aircraft gun; marine spotting trials; and establishment of physical requirements for pilots.

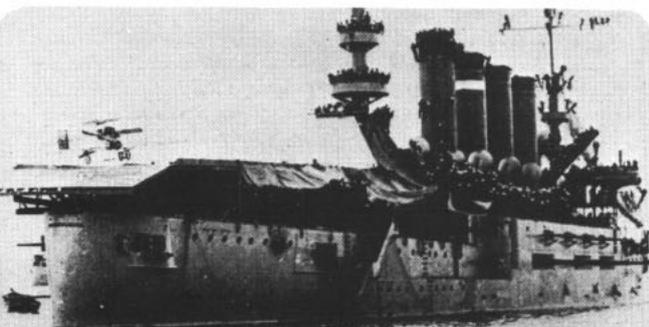
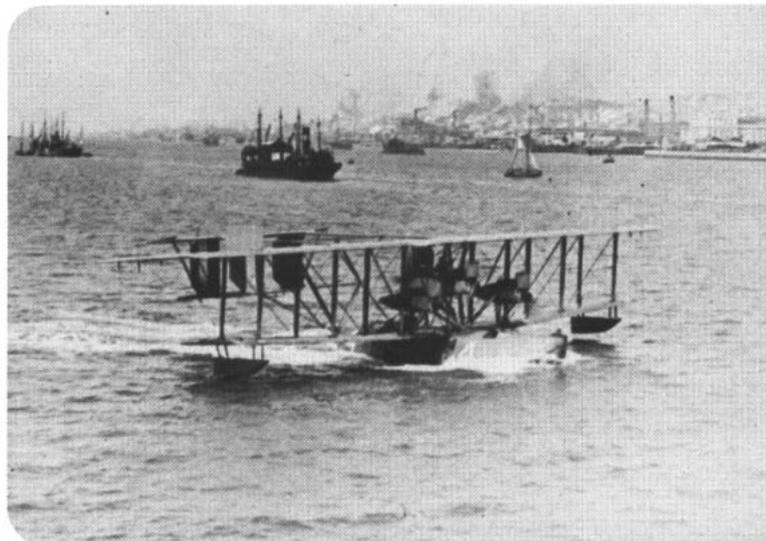
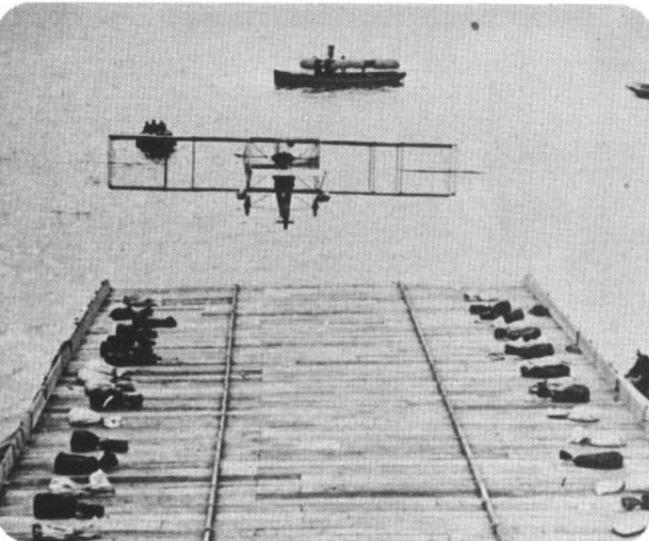
As a result of the tremendous advances in a brief span, Secretary of the Navy Josephus Daniels prophesied in 1914 that "the science of aerial navigation has reached that point where aircraft must form a large part of our naval force for offensive and defensive operations."

World War I

NAVAL AIR POWER advanced swiftly to face the combat situation which developed in April 1917. When the U. S. entered World War I, the Navy's air force was seriously limited. There were only 54 aircraft of various types, one air station, and only 287 personnel assigned to aviation. There were no forces or operations abroad.

Early in the war, the airplane proved its value as a supporting unit to surface antisubmarine (ASW) forces. The long-distance flying boat was the most outstanding element in naval ASW operations. Basically, U. S. efforts were involved with patrol duties, as evidenced by the appearance of 20 patrol bases in England, Italy, France, the West Indies, Canada and the Azores.

In Europe, by war's end, aircraft patrol and bombing attacks had logged over 790,000 miles. Over 126,000 pounds of bombs were dropped on German



sub bases and military targets, while planes damaged or sank 12 of 25 enemy submarines attacked.

The close of World War I signaled rapid developments in Naval Aviation. The Navy worked to perfect the flying boat, lighter-than-air ships and the land plane, but most attention centered around the idea of the specially designed aircraft carrier.

Research Continues

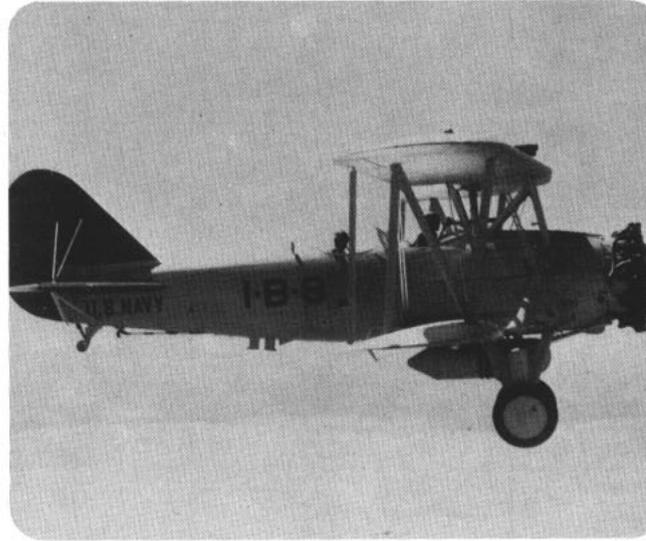
RESearch PROVED FRUITFUL in many ways. Folding aircraft wings for easier stowage aboard carriers, improved catapult systems, more accurate bombsights and the development of an air-cooled engine were a few. Controllable-pitch propellers and hydraulic arresting gear were invented and tested. The Navy also improved its radio systems and power plants.

Two carriers—uss *Saratoga* (CV 3) and uss *Lexington* (CV 2), both built from converted cruiser hulls—were commissioned in 1927. *Lexington* received her first torpedo planes the following year and began a period of perfecting techniques for scouting, dive-bombing and torpedo attack operations.

A milestone was reached in 1934, with the commissioning of uss *Ranger* (CV 4), the first carrier designed as such from the keel up. uss *Yorktown* (CV 5) followed in 1937, and uss *Enterprise* (CV 6) a year later.

Preparations for WW II

INTELLIGENCE REPORTS in the late 1930s indicated that Germany was amassing a tremendous force of sub-



Top to bottom: One of the first planes used throughout the Navy and Marine Corps, the FB-5, was used in the first dive bombing tests conducted in 1926. (2) Navy biplane, BM-1. (3) The PB-2Y, one of the largest seaplanes ever built, was first flown in 1937. Left: The P-2V Neptune was extremely valuable in antisubmarine warfare at the beginning of the Korean Conflict.

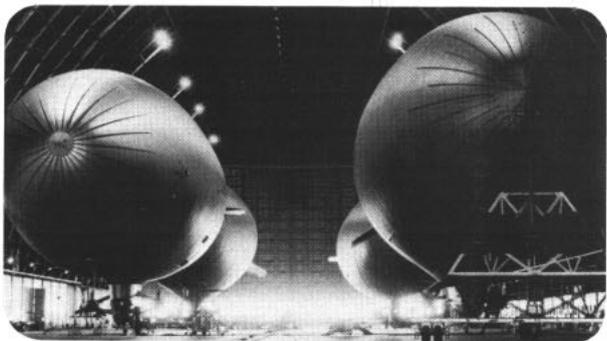
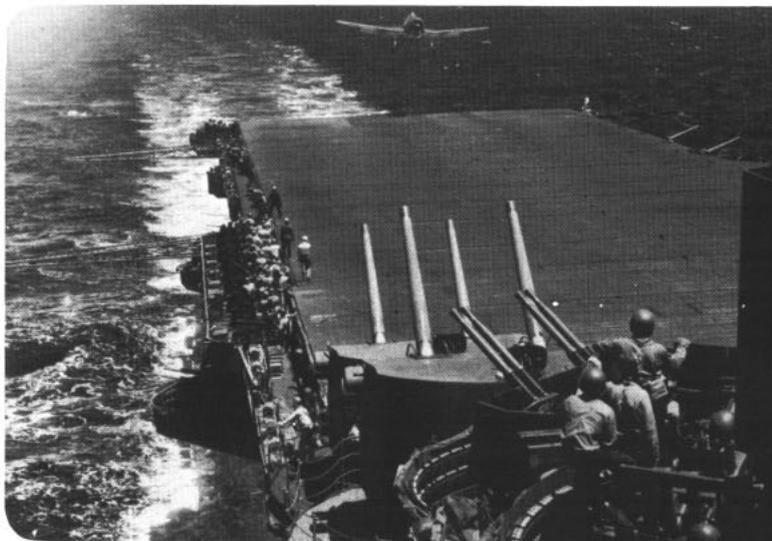


marines. Consequently, the U. S. began an increased emphasis on ASW operations to contrast with the rapid production of these type ships.

If it had not already been demonstrated in combat before the U. S. entered the war, all doubt as to the potential of naval air power was removed by the infamous, yet skillful, attack on Pearl Harbor by the Japanese.

Two important aviation events stand out in the war. The first was a raid on the Japanese mainland, and second, the first naval battle (Midway) fought entirely with aircraft.

The value of the carrier strike force became apparent early in the war. Sixteen B-25s, under the command of LTCOL Jimmy Doolittle, USA, traveled

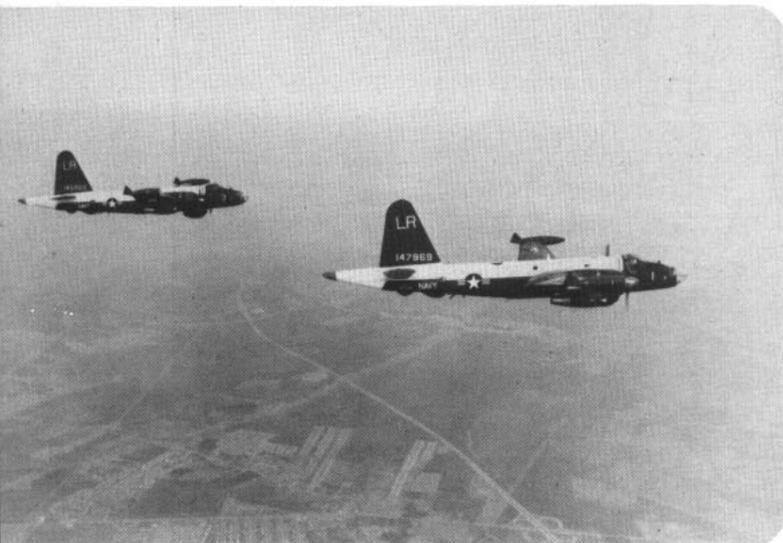


Left, top to bottom: SB-2Cs return to their carriers following air attacks during World War II. These dive- and torpedo-bombers suffered many casualties during the war. (2) The Navy jet first made its appearance following World War II. The first two types, the Banshee (shown here) and the Panther, were used through the latter part of the 40s and the Korean conflict. (3) Last of the Navy's propeller-driven aircraft, the AD-6 Skyraider is known as the workhorse of the Fleet. (4) The Demon jet fighter, forerunner of the modern F-4 Phantom. Above: A Hellcat fighter landing aboard USS Lexington. (2) The blimp, a part of Naval Aviation for 50 years, has passed.

668 miles to the Japanese mainland for a successful bombing mission after being launched from the carrier USS *Hornet* (CV 8).

In the Battle of the Coral Sea, ships of the Imperial Japanese Fleet and the U. S. Navy never got within sight of each other, but the U. S. carrier *Lexington* was sunk, as was the Japanese carrier *Shoho*, and the carriers *Shokaku* and *Suikaku* were so badly damaged that their services were lost to the Japanese Fleet for months.

Aircraft design progressed at a fantastic rate during the war. Planes went higher, faster, were more ma-



Above: The Neptune flew antisubmarine patrols for over 20 years for the Navy. It was replaced by the P-3 Orion. Right, top to bottom: The SP-5D, (PSM-2), one of the last types of seaplanes in the Navy, was phased out during the 60s. (2) The Navy's first all jet-powered heavy attack bomber, the A-3 Skywarrior. (3) A-4C Skyhawk being positioned on a catapult aboard USS America. (4) The Trader TF-1 is a carrier-based utility aircraft used to transport high priority supplies and personnel. Center top: The C-2A carrier-on-board-delivery aircraft. Center bottom: Two mainstays of the Master Jet Base, the F-4 Phantom II (left) and the A-6 Intruder located at NAS Oceana. Far right: The Seasprite helicopter fills a vital role in the Naval Air Force by providing combat support and supply support to the ships of the fleet.



neuverable and carried greater firepower. The seaplane, notably the PBY, became an integral part of air-sea rescue and many downed aviators were rescued by these "flying boats."

Balloons, Blimps, Dirigibles

THE AIRSHIPS—sometimes called balloons, blimps, dirigibles, etc.—were used with varied success throughout the Navy from 1916 to 1961. They really made their mark in World War II, however, with not one ship lost to enemy action of the 89,000 surface ships they escorted.

The onset of World War II sparked tremendous expansion at NAS Lakehurst, the hub of lighter-than-air flight and home port for many of the dirigibles. The fleet grew from a meager collection of six small airships to a fleet of 125 ASW ships composing 15 squadrons. All, though, were phased out by 1961—their tasks in the Navy complete.



Post-War Years: 1945-1950

UNLIKE THE PEACEFUL YEARS following World War I, the post-war period from 1945-1950 was a busy one. Naval researchers discovered new ASW tech-

niques and perfected new equipment, tactics and aircraft. All naval aircraft were redistributed into patrol, attack and fighter squadrons and featured newer and more effective radar and sonar systems.

With the close of the war came the advancement of the jet engine. In June 1948 a squadron of FH-1 *Phantoms* qualified for carrier operations aboard USS *Saipan* (CVL 48). Other carriers were adapted to accommodate jet aircraft. British experience with angled flight deck operations resulted in flight decks being built at an angle to the hull centerline to facilitate launching and recovery of aircraft. This design change was particularly advantageous for jet aircraft operations.

Helo Makes Korean Debut

WHEN North Korea launched its attack south of the 38th parallel in June 1950, the Navy knew the Soviets had more than 80 submarines in the Western Pacific area. Several patrol squadrons began to provide immediate ASW patrol and escort support around Korea.

In Korea the helicopter came of age. The "ugly duckling" choppers evacuated wounded, spotted for artillery, flew emergency supply runs and took part in direct combat duties.



It was during the 1950s that many of the new ideas and concepts that are part of today's Navy came into being. Korea provided the catalyst and testing ground for many of these innovations.

Between Wars

THE '50s WAS A TIME OF CHANGE. By the end of the decade, most operational aircraft in the Navy's fighter and attack arsenal were jets. More and more angled deck carriers were authorized and new deck edge elevators allowed simultaneous takeoffs and landings. The hurricane bow and the now familiar designations of CVA (attack carrier) and CVS (antisubmarine warfare support carrier) also were instituted.

At the close of the first 50 years of Naval Aviation, a new era was dawning; the period of change that had begun in the '50s continued into the '60s. Five new attack carriers joined the fleet, including the world's first nuclear-powered aircraft carrier, USS *Enterprise* (CVAN 65), whose speed and power outclassed anything that ever sailed the seas.

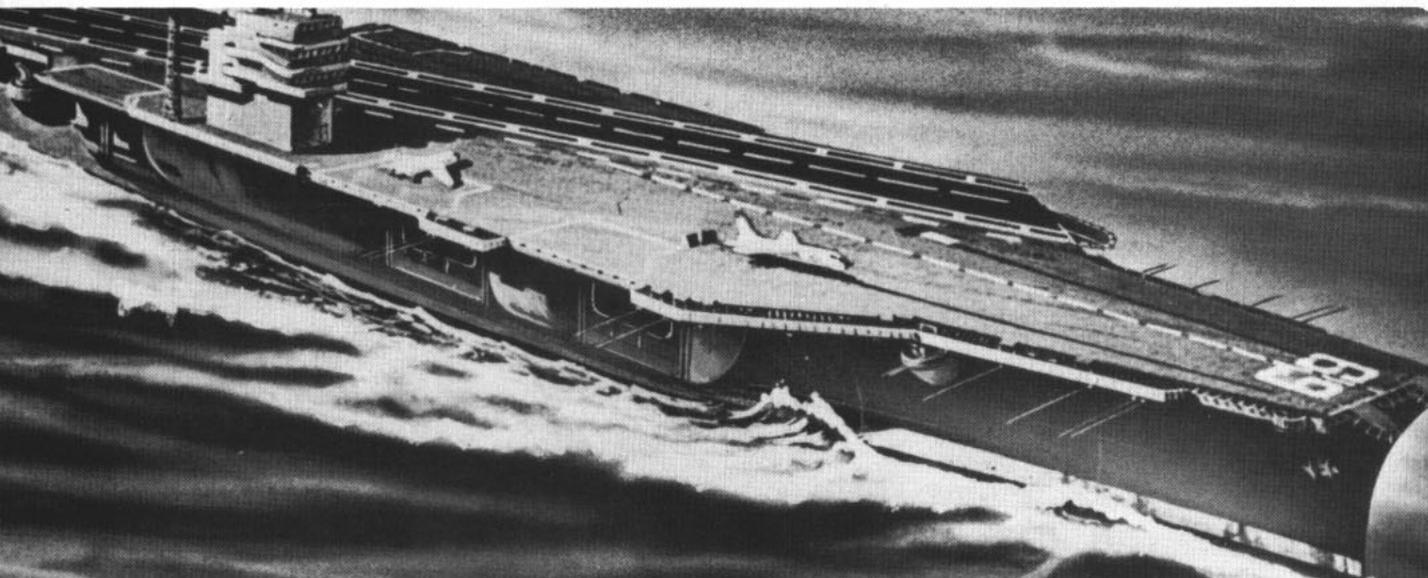
In the process of receiving new ships, many of the well-known warriors were retired. Many of the types of aircraft in use today were introduced during the '60s and the seaplane was phased out.

Vietnam: New Kind of War

VIETNAM brought a new kind of war. In order to fight it the Navy needed new types of aircraft such as the OV-10 *Bronco*; some of the older propeller-driven *Skyraider* fighters were brought out of retirement and put to use in the conflict.

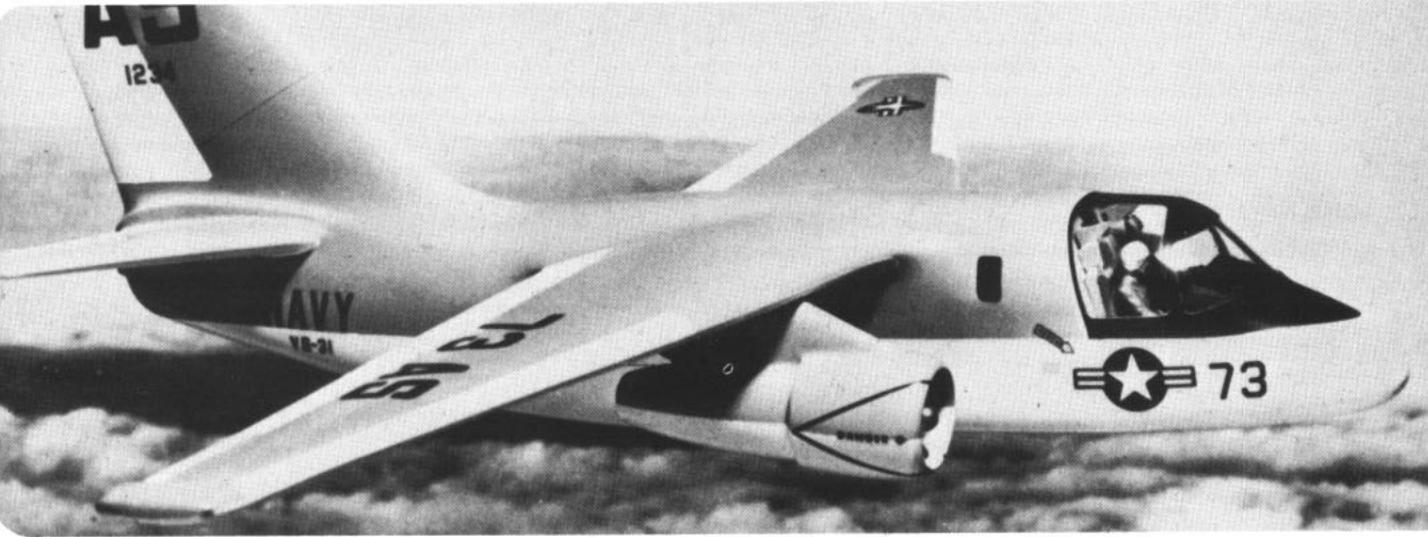
For Naval Aviation, it was a proud moment when a naval aviator, Alan Shepard, became the first American in space (5 May 1961), and before a decade passed, five of the six men to walk on the surface of the moon had been trained as naval aviators.

—JOC Bill Wedertz



NAVAL AVIATION An Outstanding Record

Left, top to bottom: The four-man EA-6B electronic surveillance and countermeasures aircraft of the future. The Intruder version of the aircraft is already being introduced in the Fleet. (2) USS Nimitz, nuclear-powered aircraft carrier. (3) USS Eisenhower, currently the last atomic-powered aircraft carrier being funded. Below: The S-3A, the first jet antisubmarine aircraft is to replace the Tracker. (2) Naval Aviator Alan Shepard, the first American in space.



NAVAL AVIATION, celebrating its 60th anniversary this year, has evolved from an idea held by a few men of prophetic vision to become the heart of modern

sea power today. The chronology presented here has been prepared to include the most significant events in the rapid growth of naval aviation.

- *The Beginning*—25 Mar 1898—Theodore Roosevelt, then Assistant Secretary of the Navy, recommended to the Secretary that he appoint two officers "of scientific attainments and practical ability" to examine Professor Samuel P. Langley's flying machine and report on its potential for military use.

- *First Flight from Ship*—14 Nov 1910—Eugene Ely, a civilian pilot, took off in a 50-hp plane from a wooden platform built on the bow of *uss Birmingham* (CL 2).

- *Naval Aviator No. 1*—23 Dec 1910—LT T. G. Elyson became the first naval officer ordered to flight training, at the Glenn Curtiss Aviation Camp, then at North Island, San Diego.

- *Shipboard Air Operations*—18 Jan 1911—Ely, flying a Curtiss *Pusher*, landed on a specially built platform aboard the armored cruiser *uss Pennsylvania* and took off for a return trip to Selfridge Field, San Fran-

cisco. This was the earliest demonstration of the adaptability of aircraft to shipboard operations.

• **First Appropriation of Funds**—4 Mar 1911—The first funds specifically for naval aviation were appropriated, giving \$25,000 to the Bureau of Navigation for “experimental work in the development of aviation for naval purposes.”

• **NavAir’s Official Birthday**—8 May 1911—CAPT W. I. Chambers, “officer in charge of naval aviation,” prepared to order two Curtiss biplanes. This date has come to be considered as the official birthday of naval aviation.

• **Catapult Launching**—12 Nov 1912—The first successful launching of an airplane by catapult was made at the Washington Navy Yard by LT Ellyson in the A-3.

• **Formal Training Begins**—6 Jan 1913—The entire aviation element of the Navy arrived at Guantanamo Bay, Cuba, and set up the Aviation Camp on Fisherman’s Point for its first operations with the Fleet.

• **First Aviation Fatality**—20 Jun 1913—ENS W. D. Billingsley, piloting the B-2 at 1600 feet over the water near Annapolis, was thrown from the plane and fell to his death, the first fatality of naval aviation.

• **Aviation Receives New Emphasis**—10 Jan 1914—Secretary of the Navy Josephus Daniels, announced that “the science of aerial navigation has reached that point where aircraft must form a large part of our naval force for offensive and defensive operations.”

• **Aeronautics Division Formed**—1 Jul 1914—Aviation was formally recognized with the establishment of an Office of Naval Aeronautics in the Division of Operations under the Secretary of the Navy.

• **NC-4 Crosses Atlantic**—27 May 1919—The NC-4, commanded by LCDR A. C. Read, landed in the harbor at Lisbon, Portugal, completing the first crossing of the Atlantic by air.

• **Langley Commissioned**—20 Mar 1922—uss *Langley* (CV 1), converted from the collier *Jupiter*, was placed in commission as the first carrier at Norfolk.

• **All-Metal Plane**—25 Apr 1922—The first all-metal airplane, the ST-1 twin-engine torpedo plane, made its initial flight.

• **First Carrier Takeoff**—17 Oct 1922—The first carrier takeoff in the Navy was made by LT V. C. Griffin in a Vought VE-7SF from uss *Langley*.

• **First Carrier Landing**—26 Oct 1922—LCDR G. deC. Chevalier, flying an *Aeromarine*, made the first landing aboard uss *Langley* while underway off Cape Henry.

• **Squadron Deployed**—22 Jan 1925—VF Squadron 2, the first trained to operate as a squadron from a carrier, began practice on *Langley* off San Diego.

• **Ranger Keel**—26 Sep 1931—The keel for uss *Ranger* (CV 4), first ship of the Navy designed and constructed as a carrier, was laid at Newport News.

• **Underway Refueling Test**—13 Jun 1939—uss *Saratoga* (CV 3) and the tanker uss *Kanawha* (AO 1) completed a two-day underway refueling test. This technique was to prove vitally important to operations in areas where bases were not available.

• **First Enemy Warship Sunk**—10 Dec 1941—Aircraft from uss *Enterprise* (CV 6) attacked and sank the Japanese submarine I-170 in waters north of the Hawaiian Islands. This was the first Japanese combatant ship sunk by the U. S. during World War II.

• **Offensive Carrier Operations**—1 Feb 1942—Task Forces 8 and 17, built around the carriers uss *Enterprise* and uss *Yorktown* (CV 5), effected the first carrier operations in the Marshall and Gilbert Islands.

• **German U-Boat Sunk**—1 Mar 1942—ENS William Tepuni, piloting a PBO, attacked and sank the U-656, the first German submarine sunk by U. S. forces in World War II.

• **Doolittle Raid**—18 Apr 1942—From a position 668 miles from Tokyo, the carrier uss *Hornet* (CV 8) launched 16 B-25s, led by LCOL Jimmy Doolittle, for the first attack on the Japanese homeland.

• **First ‘No Sight’ Engagement**—4-8 May 1942—In the first engagement in history fought without opposing ships making visual contact, U. S. carrier forces stopped a Japanese attempt to land troops at Port Moresby by turning back the covering carrier force.

• **First (and only) Airship Lost in War**—18 Jul 1943—The airship K-74, while on night patrol off the Florida coast, attacked a surfaced U-boat and in the gun duel which followed was hit and brought down—the only U. S. airship lost to enemy action in World War II.

• **First Night Battle**—24 and 26 Nov 1943—The first use of night fighters from carriers took place on 24 Nov 1943 during the Gilbert Islands campaign. On the first occasion, no intercepts were made but on the second (26 Nov), a team of fighters engaged the enemy in the first aerial battle of its type.

• **Helicopter Training Begun**—1 Jan 1944—On this date a helicopter pilot training program was begun by the Coast Guard, then part of the Navy, at Floyd Bennett Field.

• **Rockets Fired at U-Boats**—11 Jan 1944—The first attack with forward-firing rockets was made against a German U-boat by two TBF-1Cs from the carrier uss *Block Island* (CVE 21).

• **Shipboard Test of Jet**—21 Jul 1946—In the first test of the adaptability of jet aircraft to shipboard operations, an FD-1 *Phantom* made successful landings and takeoffs from the carrier uss *Franklin D. Roosevelt* (CVB 42).

• **First Korean Air Kills**—3 Jul 1950—Carrier aircraft went into action in Korea. This was the first combat test for the F-9F *Panther* and the AD *Skyraider* and also marked the first Navy kills in aerial combat, as F-9F pilots shot down two enemy planes on their first strike over Pyongyang.

• **Angled Deck Concept**—26-29 May 1952—The feasibility of the angled deck concept was demonstrated in tests conducted on a simulated angled deck aboard uss *Midway* (CVB 41) by pilots flying both jet and propeller aircraft.

• **Missile Squadron Deployment**—12 Mar 1956—Attack Squadron 83, equipped with *Cutlass* aircraft and *Sparrow I* missiles, departed Norfolk aboard

uss *Intrepid* (CV 11) for Mediterranean duty on the first overseas deployment of a Navy missile squadron.

• **All-Weather Landing System**—12 Aug 1957—An F-3D *Skyknight* landed on board *uss Antietam* (CVA 36) at sea off Pensacola using the Automatic Carrier Landing System. This landing began the first ship-board test of the system designed to bring planes aboard in all weather conditions without help from the pilot. Although the landing research was to continue for years, this was a landmark in the program.

• **Keel Laid for Nuclear Carrier**—4 Feb 1958—The keel of the world's first nuclear-powered aircraft carrier, *uss Enterprise* (CVAN 65), was laid at Newport News.

• **Astronauts Selected**—9 Apr 1959—Four Navy-trained aviators, including one Marine—LCOL John H. Glenn, USMC, LCDR Alan B. Shepard, LCDR Walter M. Schirra and LT M. Scott Carpenter—were among the seven men selected as prospective astronauts under *Project Mercury*.

• **End of an Era**—31 Aug 1962—The passing of an era was marked at NAS Lakehurst by the last flight of a Navy airship. The flight also marked the end of a year's service by two airships kept in operation after the discontinuance of the lighter-than-air program. This ended the 45-year LTA saga which began with DN-1, the Navy's first airship.

• **"Hands Off" Carrier Landings**—13 Jun 1963—An F-4A *Phantom* and an F-8D *Crusader* made the first fully automatic carrier landings with production equipment onboard *uss Midway* (CVA 41), highlighting almost 10 years of research and development.

• **VertRep Becomes Reality**—28 Feb 1964—A helicopter made the first landing on the deck of the combat stores ship *uss Mars* (AFS 1) off the California coast. Although the concept of vertical replenishment had been discussed and tested as early as 1959, commissioning of *Mars* provided the first real opportunity to incorporate the helo into the Fleet logistic support system.

• **Aviation Hall of Fame**—17 Dec 1964—CDR T. G. Ellyson, Naval Aviator No. 1, was enshrined in the National Aviation Hall of Fame at Dayton, Ohio—the first naval officer to be so honored.

• **Carrier Aircraft In-Country Missions Against Viet Cong Positions**—15 Apr 1965—Carrier pilots of the Seventh Fleet joined in-country missions in the Republic of Vietnam with a strike against Viet Cong positions. Carrier action against North Vietnamese at sea began 2 Aug 1964.

• **First Man on Moon**—20 Jul 1969—*Apollo 11* Astronaut Neil A. Armstrong, Navy-trained and a veteran Naval aviator turned test pilot, became the first man to walk on the surface of the moon. Astronauts Edwin E. Aldrin, Jr., USAF, and Michael Collins, USAF, were the other members of the *Apollo 11*.

• **Ice Reconnaissance for Manhattan**—8 Sep 1969—As part of Project Birdseye—an Arctic ice-survey mission—Oceanographic Development Squadron 8 provided ice surveillance for *SS Manhattan* during the ship's historic voyage from the East Coast of the U. S.

to Alaska through the ice-packed Northwest Passage.

• **All-Navy Apollo Crew**—24 Nov 1969—The *Apollo 12* astronauts, an all-Naval Aviator crew of Richard F. Gordon, Jr., Charles Conrad, Jr., and Alan L. Bean, were recovered by HS-4 off the carrier *uss Hornet*.

A NEW 440-page book—"United States Naval Aviation 1910-1970," NavAir 00-80P-1—contains summary narratives on each decade, over 2000 individual chronologically dated items, and 13 appendices covering over 100 pages. The paper-bound book, priced at \$4, is available from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

Navy's Efforts in Space

OVER-ALL the Navy has made some very significant contributions to the nation's space program. Here are some of the more important highlights of the Navy's space efforts.

• The Navy has the distinction of being the largest single contributor in the U. S. astronaut program. Of the 73 past and present astronauts, over half—39 men, to be exact—have either been Naval Aviators or have received their initial military training at naval installations. RADM Alan B. Shepard, senior military astronaut and first American in space, heads up the list of the Naval Aviators currently enrolled in the astronaut program.

• Twenty-one of 45 astronauts today were commissioned military officers from Navy sources.

• All recoveries of manned spacecraft have been made at sea by Navy ships.

• Original flotation collars for capsules were Navy-designed.

• Navy's development of the full pressure space suit was steppingstone to manned space flight.

• Navy trained Monkey Baker—one of two animals first to survive a space flight. Monkey Baker (a lady) is still living and resides at the Alabama Space Museum, Huntsville, Ala.

• Navy's experiments with balloons began shortly after World War II to provide better understanding of problems to be solved before manned space flight. This led to *Project Stratolab*—a series of balloon ascents, one of which carried two men to an altitude of 86,000 feet.

• Beginning in March 1958, three Navy *Vanguard* satellites were placed in orbit. *Vanguard* was responsible for a more accurate determination of the shape of the earth.

• Environmental studies gathered from submarines (especially nuclear subs) where adequate supply of oxygen, shielding from radiation and an effective environment for men to work long periods were common to both submarine and space.

• Significant Navy Launchings/Projects: *Viking*, *Aerobee*, *Rockoon*, *Argus*, *Polaris* and Transit Navigational Satellites.

'I WATCHED THE F-8's LAUNCH



FLIGHT LINE

AVIATION Electronics Technician 3rd Class Kim R. Graham finishes shaving—and notes that the water is not quite as hot as normal. That's the clue to him that this morning the steam catapults, used for launching aircraft, are being readied.

Aboard the attack carrier USS Oriskany (CVA 34) conducting exercises off the coast of Southern California, a boatswain's pipe whistles. Flight deck crews pause to listen:

"Flight quarters. Flight quarters. All personnel concerned man your flight quarters stations."

Graham makes a high-speed trip to his locker and, donning a brown jersey on the run, he heads for a steel cubbyhole near the ship's bow. On the way, he joins other plane captains, or "brown shirts." They have nicknames—"Weave," "Mex," "Casper." They're the "dirty" crowd, infantry of carrier aviation. In high wind and noxious jet exhaust, with heavy chain bags to carry, they face constant danger. Each now double-times toward his assigned aircraft, life vest on, and helmet under one arm.

Graham clanks down a ship's ladder to the hangar



IN AFTERBURNER TONIGHT.



deck, where his aircraft, number 112, an F-8J *Crusader*, is parked. The first order of business is to give his airplane a thorough preflight inspection.

He begins at the plane's nose and works aft—checking fittings and fasteners for security, inspecting tires for cuts and wear. Scrutiny of tubing within each wheel well might disclose the presence of a hydraulic leak; a careful look at the undersurface of each of the fighter's wings may turn up a telltale streak of leaking jet fuel. Climbing on a wheel, Graham peeks into a small inspection hole to check the servicing of the aircraft's hydraulic system. In that instrument-crammed niche, the cockpit, just big enough to squeeze into, he sets switches in preparation for the launch. As do other plane captains, Graham "stores" the entire checklist in his memory.

HIS NEXT TASK is to wait—waiting is a big part of the job—for a plane-handling crew to move his plane to the flight deck, up on "the roof."

Tiedown chains clatter on the metal deck as another airplane prepares for the move to the roof. A special,

low-profile tow tractor scuttles under wings and tail sections as nimbly as a man can walk.

As the second airplane begins to move, a whistle shrills. Men yell and steel chocks slam into place. A "yellow shirt" plane director bellows at the plane captain, who has been riding brakes in the cockpit.

"Don't you know to hit the brakes when you hear that whistle?!"

The plane captain shrugs, "No brakes," he says.

"Next time," the director snarls, "you might be over the side."

A blue-shirted plane-handler squats in the airplane's wheel well and manually pumps up hydraulic pressure for the brakes. He signals the plane director with a thumbs up and the moving operation continues.

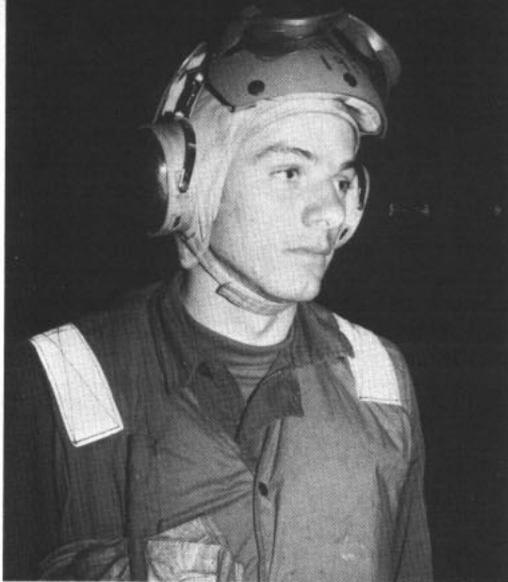
It's old stuff to Graham, who has been a plane captain for one of his two years in the Navy.

To some the job he does may lack the glamor of other areas of naval aviation, but it is a most vital one, demanding courage and responsibility.

It's also a dirty job at times, but it offers real job satisfaction. *(Continued next page)*

IT WAS BEAUTIFUL!





AT3 Kim R. Graham watches planes take off at night from the deck of the USS *Oriskany* (top) and helps to tie down an F-8 after a successful trip (above).

NEXT IT'S GRAHAM'S TURN to be lifted to the flight deck. He climbs into the cockpit to ride brakes. Blue shirts remove 112's tiedown chains. The special tow tractor, shaped like a tuning fork with towing assembly in front and a driver riding a pan seat in the rear, latches on to the plane's nose wheel and heaves backward. Its twin red headlights glow like a dragon's eyes in the semidarkness of the hangar deck.

One-twelve rolls into the sunlight on *Oriskany's* number two elevator, a platform which juts over the water on the ship's port side. When at the top of its track, the elevator forms part of the flight deck.

On "the roof," plane-handlers spot, or park, Graham's plane and help chain it down.

Brown shirts, yellow shirts, blue shirts, the red-shirted ordnancemen and green-shirted maintenance crews swarm over the surprisingly small deck. Planes are parked wingfold to wingfold.

The island, rising seven stories above the flight

deck amidships on the starboard side broods over the activity. Wind whips at multicolored signal flags. Above the glass-enclosed bridge and primary flight control, a complex array of radar antennae casts rotating shadows on busy crews and parked aircraft. The whole thing looks like a floating world's fair.

The pilots are on deck. Now things will change rapidly.

In primary flight control, the "air boss" barks an order.

"All unauthorized personnel clear the flight deck. All personnel on the flight deck get in full flight deck uniform. Goggles down. Chin straps fastened. Sleeves rolled down."

A SMALL FLEET of low yellow trucks parades onto the flight deck. These "huffers," with their turbine-powered air compressors, will be used to start the jet aircraft.

"Stand by to start all 'go' aircraft," says the air boss. A moment's pause, then "Start 'em!"

A high-pitched wail rises from the flight deck. Engines turn. *Oriskany's* bow swings into the wind for launch.

The pilot in his cockpit watches Graham, and the two exchange hand signals. They discuss the health of their airplane. When all 22 operational checks have been made, Graham turns the airplane over to the yellow shirts. They will direct it to the catapult.

All the hardware—chains, downlocks, jury struts—which has been removed from the aircraft is loaded into an "instrument of torture"—the chain bag. Made



of canvas and fitted with shoulderstraps, a chain bag weighs about 60 pounds when loaded.

Aviation Fire Control Technician James T. Weaver, VF-191 Assistant Line Petty Officer, helps Graham into the straps. The bag rests low next to Graham's spine. He bends over awkwardly.

As Graham and Weaver make for the safety of the island, aircraft maneuver all around. The two men zig-zag across the deck, crouching against jet blast, running when there's an opening, pausing to let a plane go by, watchful, suspecting everything that moves.

THEY JOIN A CROWD of other plane captains at the island. As they watch, aircraft 112 moves into place on the starboard catapult. Once the plane is positioned, steel blast-deflectors rise behind it.

The F-8's afterburner lights just before launch. The wind grows hot. Noxious fumes burn observers' eyes and engine noise makes their chests tremble like drumskins.

The airplane is launched; the deflectors retract. Cool air and clouds of steam race back over the island. The steam has a faintly metallic smell.

Operations continue until midnight. Graham works in the dark or under the red floodlights of the island. When 112 is finally taken below, Graham must clean it, using a spray bottle of household detergent and a rag, for the next day's flying.

For his travails, he receives \$55 per month extra pay from the Navy. In Southeast Asian waters he gets an additional \$65 per month hostile fire pay.

In the wee hours of the morning, Graham returns

his spray bottle and flight deck gear to the line shack. Then he finds his way to the crew's quarters near the ship's stern.

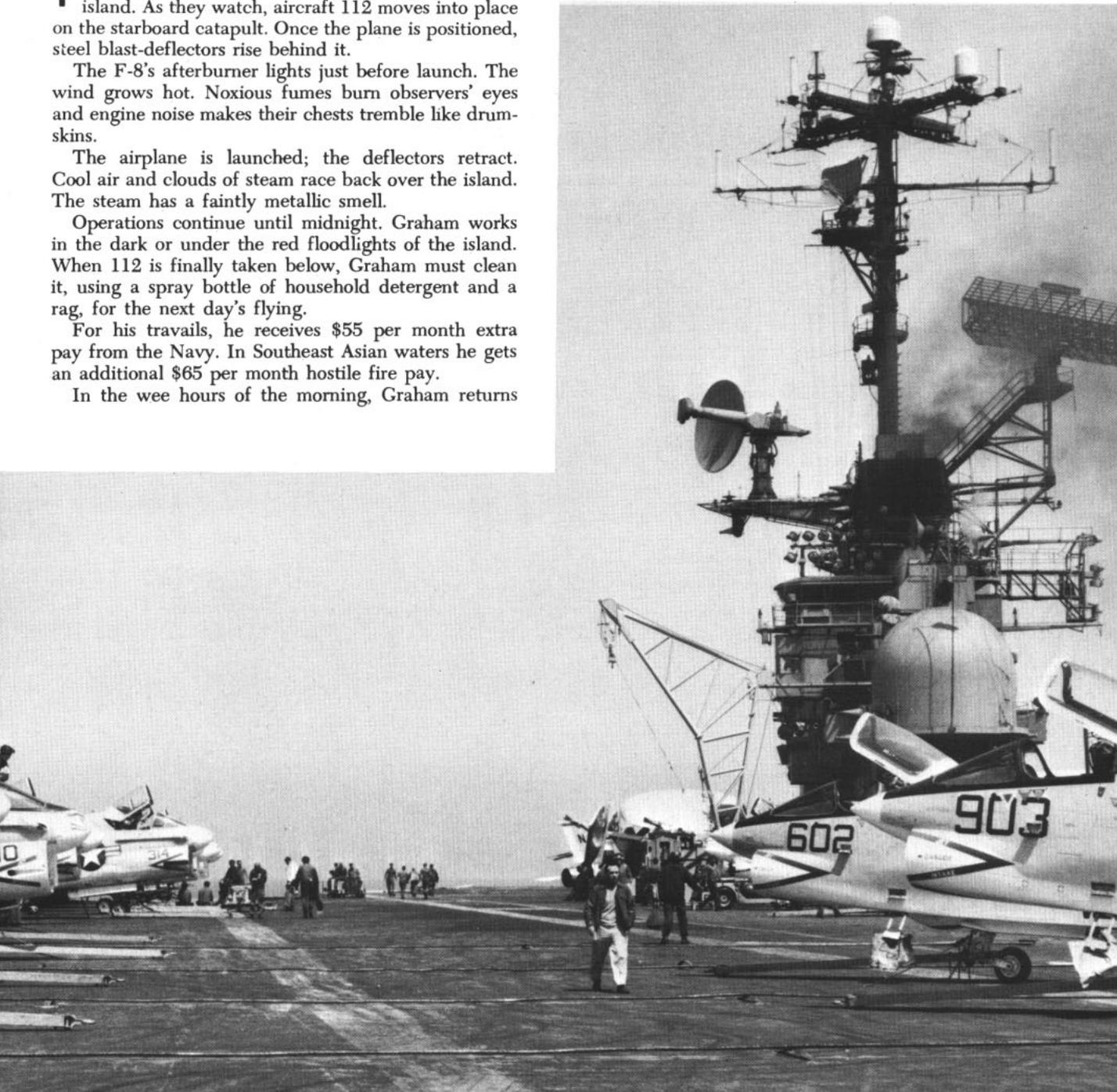
"I'm tired," he says.

A little later he stretches out on his bunk and stares at the taut canvas of the bunk above his.

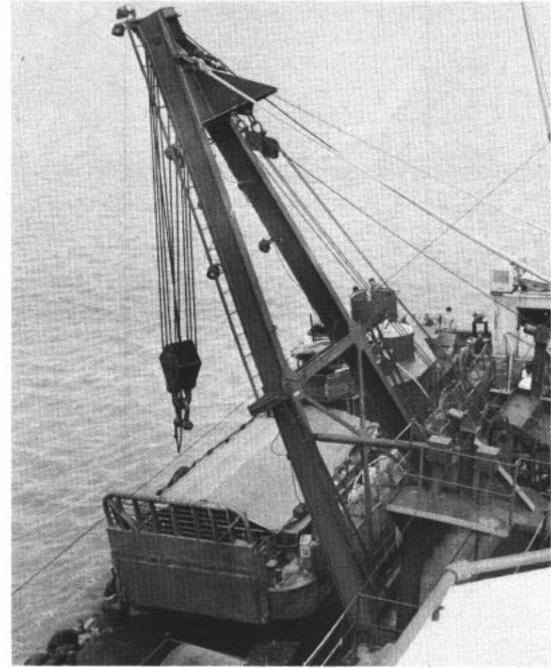
"I watched the F-8s launch in afterburner tonight," he says. "It was beautiful." A moment later he's asleep.

—AMSAN Larry Winn

Below: Jets lined up on CVA 34's flight deck for the next flight operations make an impressive scene.



on this and the following pages:
**A ROUND-UP ON THE
HARD-WORKING
AUXILIARIES
OF THE FLEET**



A SEASONED VETERAN

IN TROPICAL





Housed within the ship (above) are precision machines which are used in the type of repair work USS *Satyr* has been modified to handle. (Photo by A. J. Ringuette). Left: Armored troop carrier rests on a pontoon barge, facilitating hull repairs. Below left: Anchored in the Mekong River, USS *Satyr* (ARL 23) provides support and repair facilities for river assault craft of the Vietnamese brown-water Navy. Below: Off-duty assault patrol boats tie up alongside ARL 23.

GREEN



INSTEAD OF THE TRADITIONAL BATTLESHIP GRAY worn by most U. S. Navy ships, *uss Satyr* (ARL 23) is painted a dark tropical green. And while most 7th Fleet ships steam extensively throughout the western Pacific ocean, *Satyr* is limited to an area of operations in the Mekong River about 85 miles southwest of Saigon.

The landing craft repair ship is one of four tank landing ships the Navy modified and recommissioned as floating workshops for repairing river assault craft in the Republic of Vietnam. *Satyr* recently underwent a 7½-week overhaul in Yokosuka, Japan, after a 16-month continuous tour of duty in the Mekong Delta.

"That is probably the longest period any Navy ship has been on the line without upkeep since World War II," said Lieutenant Commander G. W. Giganti, *Satyr's* skipper.

The green coloring, standard among brown-water Navy craft in Vietnam, is to help camouflage her for riverine operations.

Besides furnishing intermediate repair services for river patrol boats, swift boats, and other river assault craft of the Vietnamese Navy, *Satyr* acts as an operational focal point, handyman, and supermarket for riverine units patrolling the upper Mekong River. She has a powerful "A" frame located amidships which is used to hoist river assault craft out of the water in order to repair hull damage.

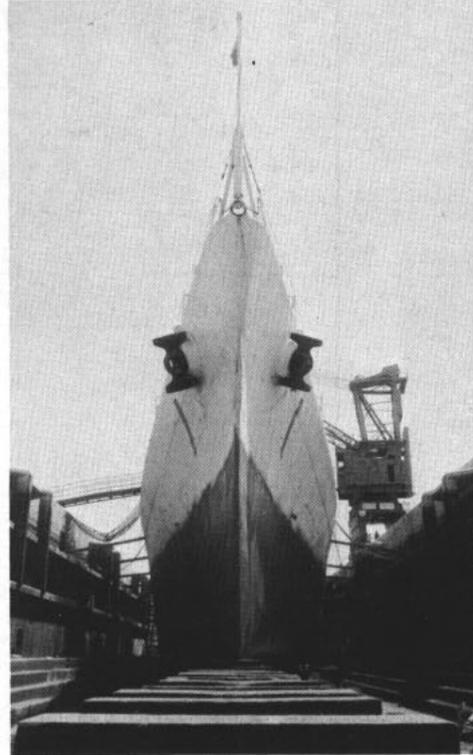
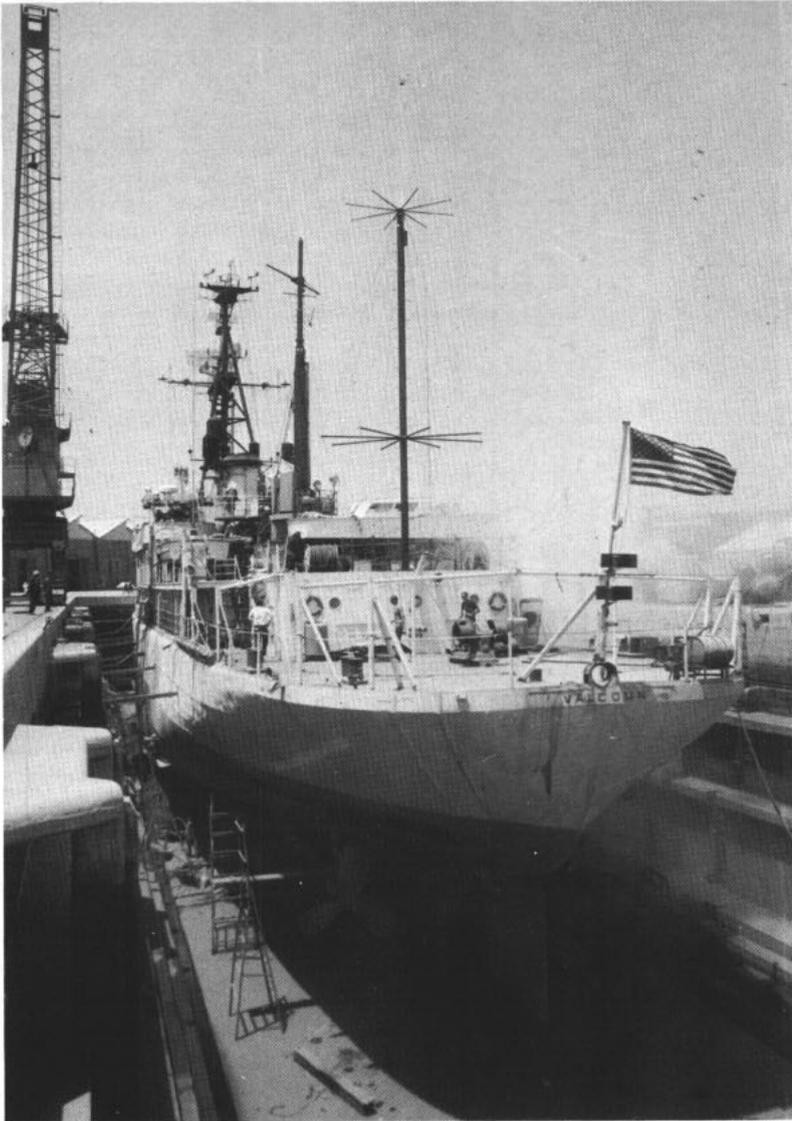
WHILE DUTY IN *Satyr* cannot be classified as the easiest in the Navy, living conditions would have to be ranked among the best in the delta. Her excellent food services and air-conditioned spaces give evidence to this. However, operations often necessitate seven-day work weeks, and the flow of repair jobs never seems to cease.

Lieutenant K. R. Myers, executive officer of *Satyr*, says that despite the minor problems expected when 215 officers and men live and work in the same small area for months on end, the ship's crew has done an outstanding job.

During her last lengthy line period *Satyr* completed nearly 3500 job orders. Her logistic liaison support section assisted thousands of allied missions, and her ship's service department often supported an average of 100 extra personnel daily—over and above her regular crew.

Because she usually anchors near military outposts and populated areas under government control, *Satyr* normally sees little combat. The ship's crew is, however, constantly on the alert against underwater sappers who might attempt to attach mines to her hull.

NOW THAT THE INLAND WATERBORNE COMBAT ROLE of the U. S. Navy has been turned over to the Vietnamese, the next step is turning over the support and logistics roles to them too. Until that time arrives, however, the brown-water Navymen of the green-colored *Satyr* will continue their vital support and repair role in the Mekong Delta.



Left and above: Standing in her drydock at the Pakistani Naval Shipyard, the USS Valcour is sandblasted in preparation for a new coat of paint.

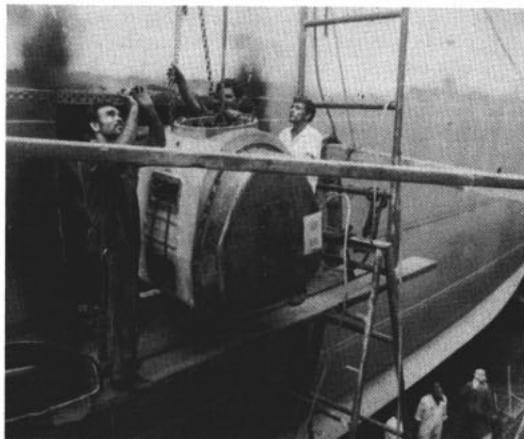
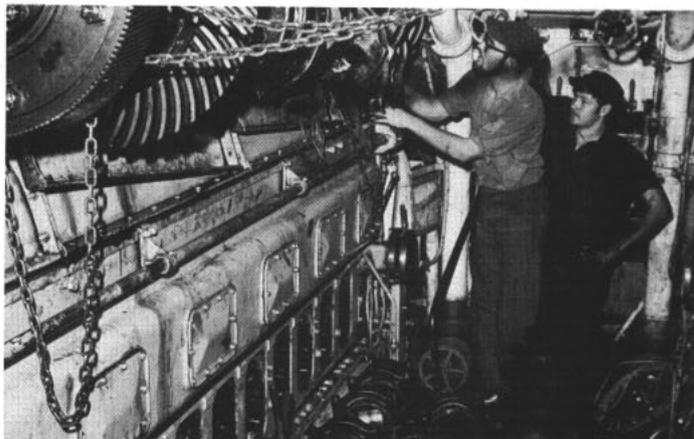
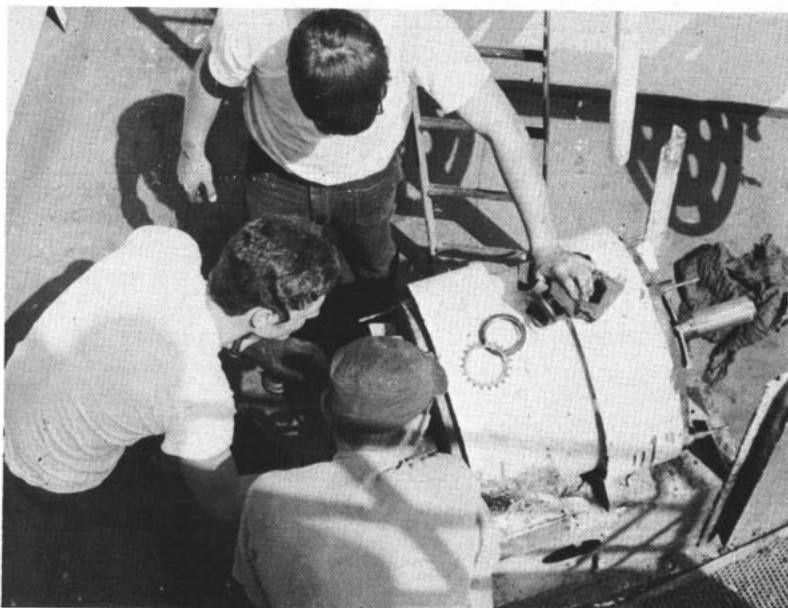
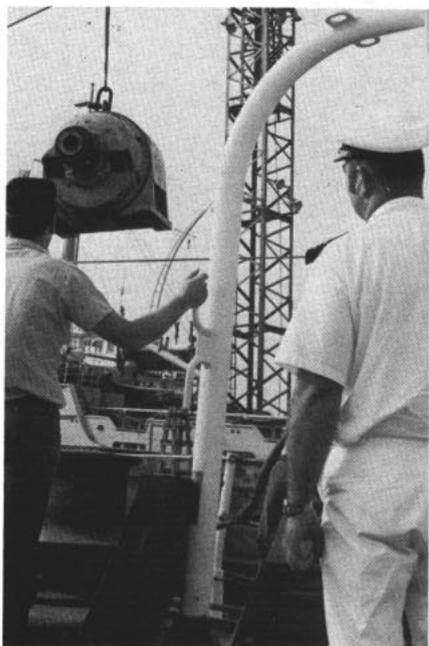
An Unusual Overhaul **VALCOUR**

USUALLY, a ship's overhaul is relatively routine. However, when it is executed without benefit of a U. S. base or tender as a support facility—that's an overhaul of a different color.

The crew of *uss Valcour* (AGF 1) learned that after they completed a two-month overhaul period without leaving the Persian Gulf neighborhood.

The first part of the overhaul took place at a commercial facility in Bahrain. Although everybody was busy, the Engineering Department was particularly hard-pressed to maintain its normal shipboard duties while also operating a 12-hour daily work schedule.

The engineers logged more than



11,000 manhours working on diesel engines, steam lines, air-conditioning and refrigeration systems, electric motors, generators and controllers. Later, at the Pakistani Naval Shipyard in Karachi, the ship was sandblasted, the hull painted, and the sea valves repaired. The actual labor of repairing the ship, however, was only the tip of the iceberg.

MONTHS IN ADVANCE of the actual work, problems had to be anticipated, orders placed, material flown in and contracts negotiated. When an overhaul is undertaken outside the U. S. Navy family, things just can't be taken for granted.

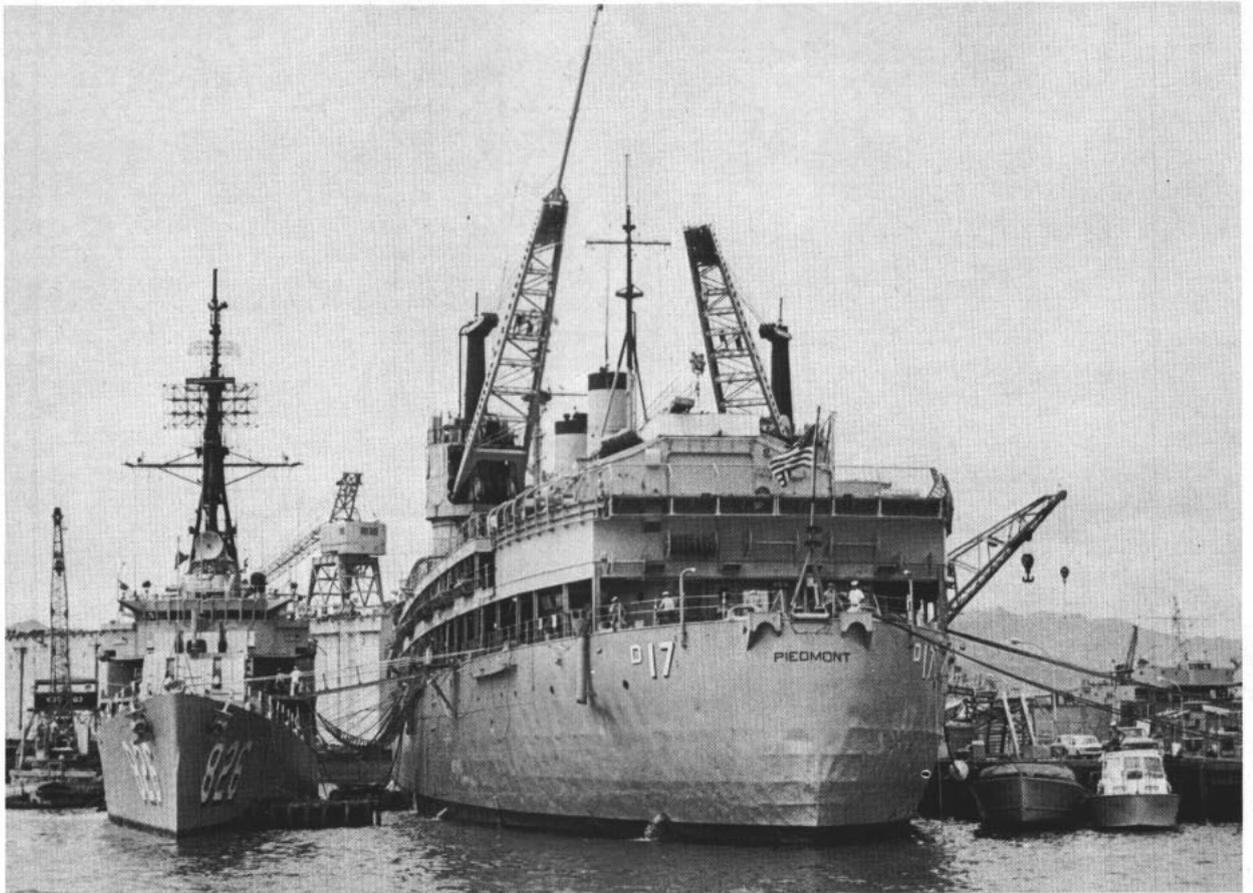
Most of the work was done by the ship's force, but meter calibration, some technical assistance and crane facilities were furnished by a commercial facility while personnel at the Pakistani Naval Shipyard lent a hand, too.

While their ship was in drydock, *Valcour's* crew enjoyed life ashore at one of Karachi's hotels with its swimming pool, volleyball court, dining rooms and other amenities.

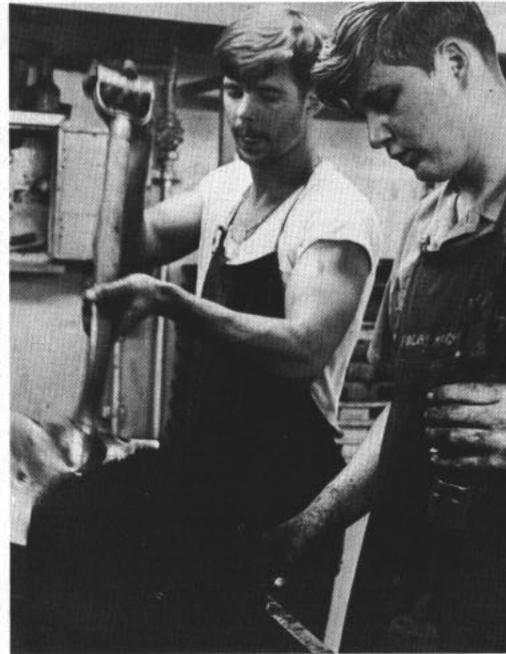
After the overhaul, *Valcour* embarked on a goodwill cruise to Kuwait, Kuwait; Jidda, Saudi Arabia; and Massawa, Ethiopia.

—Story by JOC Bill Clark,
Photos by JOC Bill Clark and
PH2 N. D. Crews

Top row, left: The ship receives a rebuilt capstan motor. **Right:** Electricians rebuild one of the many electric motors aboard the ship. **Bottom right:** Overhauling diesel engines and engineering equipment required over 11,000 manhours. **Bottom left:** Workmen install a scavenger blower for number one main engine.



Above: The Seventh Fleet destroyer tender USS Piedmont (AD 17) renders repair and maintenance service to the destroyer USS Agerholm (DD 826). Below left to right: An EM3 rewinds a section of a 340-pound saltwater circulation pump. (2) A Navyman regulates Piedmont's number two AC generator. (3) Oil bond sand is packed to make a mold in the ship's foundry. (4) An MR3 parts off a piece of stock on one of Piedmont's turret lathes. (5) Lens is polished in the optical shop. (6) A pantograph machine is used to engrave bakelite signs.



Providing Tender Care

SHIP CLINIC

DOC PIEDMONT TREATS ABOUT 52,000 PATIENTS annually but the doctor's credentials aren't recognized by the AMA. There is a good reason, however, for the lack of medical recognition, Doc Piedmont is a destroyer tender and her patients are not only people, but also sick ships.

Piedmont's abilities are wide-ranging. She can repair the sails and rigging of an 18th century museum piece as easily as she can service the missile launching system of a guided missile destroyer.

It might be well to mention here that *Piedmont* is rarely called upon to repair an 18th century sloop of war. Her yarn-spinning canvas shop more frequently is called upon to stitch awnings, bags, covers, cushions and to repair ship's furniture.

The canvas shop is only one example aboard *Piedmont* of an ancient craft put to modern usage. The ship's foundry employs the same basic principles used in ancient times, but her tools include electric heat and induction furnaces which melt metal.

The heat produced in the foundry's electric furnaces ranges in temperature from the 700 degrees needed to maintain lead in a molten state to the 3150 degrees required to pour steel.

Piedmont's foundry can also liquefy any man-made alloy for conversion into objects as small as a nut or bolt to larger items such as cylinders and pumps.

Piedmont is also a powerhouse, generating enough electricity to light 752 communities from among those located in the region for which the ship is named.

ALTHOUGH PIEDMONT WAS COMMISSIONED in 1944, she has yet to be rendered useless by younger models. She is still as capable now as she was nine months after her commissioning, when two severely damaged destroyers were in such bad shape that it was doubtful they could make it home under their own power.

Nevertheless, *Piedmont* patched up one so she was sufficiently strong to steam home and returned the other to the Fleet ready for sea.

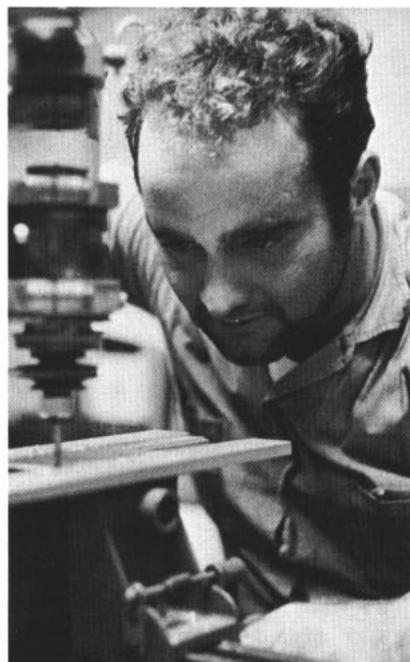
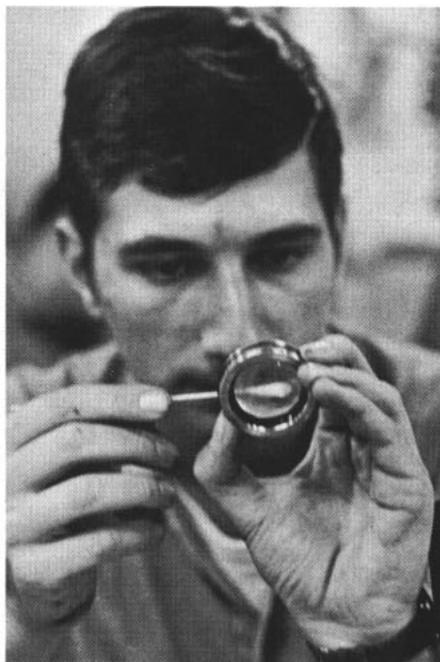
A short time thereafter, *Piedmont* cleared the tangled wreckage of another ship's bridge superstructure and patch-welded her main deck to insure watertight integrity.

Piedmont also converted the gun platform into a navigation bridge and installed two high frequency radio transceivers and three sound-powered phones to compensate for the damaged ship's lost radio room. It was accomplished in record time.

A final touch was provided when a canvas awning was rigged to give the crew protection from the weather while the crippled ship steamed back to the states.

Although *Piedmont* has frequently been near battle areas during crises, she is classed as a noncombatant. She is, according to her own reckoning, one of the few vessels in her class to receive eight Battle Efficiency Es during the past 15 years, two of which were awarded in consecutive years.

—Story and Photos by JO1 Milt Harris, USN.



The Renaissance

IF IT HAD NOT BEEN FOR AFDB-1 — Auxiliary Floating Drydock, Big — the United States would have gone into the battle of Leyte Gulf with two battleships instead of five.

The battleships *Pennsylvania* (BB 38), *California* (BB 44) and *Tennessee* (BB 43), all three severely damaged, were repaired in record-breaking time to contribute to the defeat of the Japanese Navy at Leyte Gulf.

Since 1953, the drydock has been inactive; now she is working again.

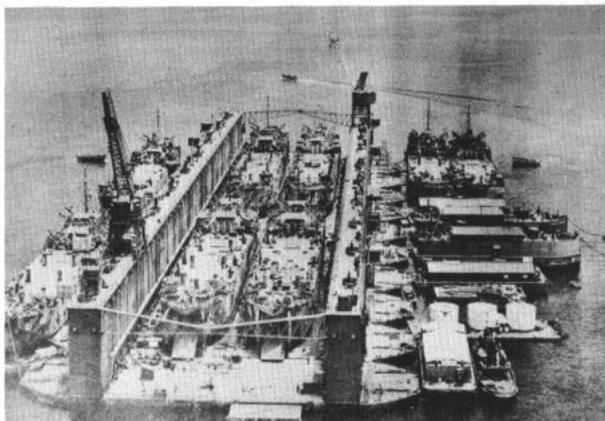
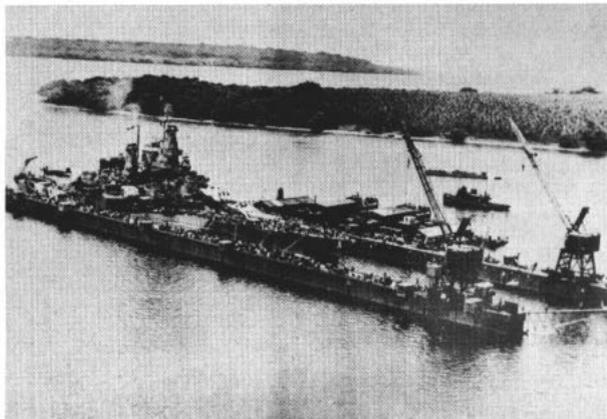
AFDB-1 was reactivated on 17 November at the Ship Repair Facility, Subic Bay, by Rear Admiral

Nathan Sonenshein, USN, Commander Naval Ship Systems Command. The present AFDB-1 is a much smaller version of the original, which was once the largest ship in the Navy. During World War II, the drydock consisted of 10 sections; now five.

The present sections, however, can easily be expanded to 12 and, with modifications, could handle the largest ships in existence.

She was originally built because of the need for drydocking facilities west of Pearl Harbor. The war made it necessary to have a drydock to make major repairs at advanced bases. It took 21 months to design, build, tow and assemble AFDB-1.

Left: In South Pacific during World War II, a battleship is moved into AFDB-1 for repairs: Right: The original 10-section AFDB-1 could dock four LSTs at one time.



THE KNIGHTS of King Arthur's court would probably start flexing their creaky armor if they were alive today to see the U. S. Navy's netlaying ship *Cohoes* (ANL 78).

The ship's unusual design would bring out the fighting spirit in any medieval warrior. Protruding from both sides of her bow are what appear to be two giant jousting lances mounted at near 45-degree angles.

Actually her protruding limbs are what is known in Navy jargon as bow horns. Capable of lifting up to 100 tons, they were originally designed for hoisting submarine nets.

But *Cohoes*, commissioned at the end of World War II, is no longer used as a netlaying ship. Instead her horns and the rest of her equipment are engaged in salvage operations in the northern waters of the Republic of Vietnam.

The only U. S. Navy ship of her type in active operation, *Cohoes*' main task in Vietnam is the repair

Seagoing

of petroleum offload lines. She is ideally suited for this task because her main deck is just 10 feet above the waterline and she has eight divers among her crew of 40.

Not all of *Cohoes*' work is with petroleum offload lines. Occasionally, she is called upon to undertake larger scale salvage operations.

RECENTLY, she was ordered to Qui Nhon harbor, 300 miles northwest of Saigon, to repair the civilian freighter *American Hawk*, damaged in mid-June by an enemy water mine. When *Cohoes* arrived at Qui Nhon, the stern of *American Hawk* was resting on the bottom of the harbor. The mine had blown a 20-

of AFDB-1

AFDB-1 drydocked her first ship in 1943 at Espirito Santo, New Hebrides. During the war she was disassembled and moved to new locations three times. Her last drydocking assignment, before being mothballed, occurred in November 1946, in Leyte Gulf at the Guiuan Naval Base in Samar.

In the early part of 1947, disassembly and preservation of AFDB-1 was started; sections were towed to Pearl Harbor during the summer of 1947 by *Liberty* ships.

DURING THE EARLY 1950s, the sections were taken to Guam, reassembled, submerged and raised once.

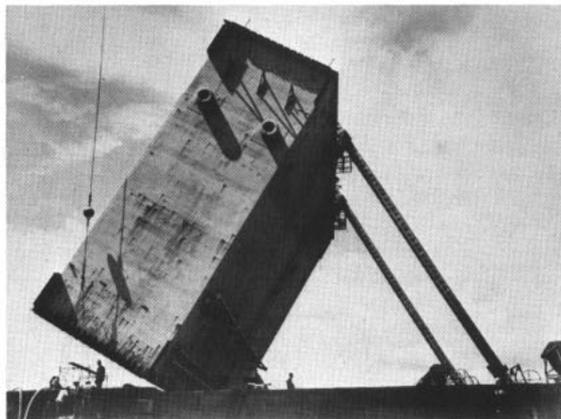
Left: One of the wing walls for the AFDB goes into place. Center: High up on the floating drydock, crewmen call instructions to the

uss *Wisconsin* (BB 64) was the last vessel AFDB-1 drydocked before she was again added to the mothball fleet, in 1953.

With the advent of the Vietnam conflict, the Subic Bay Naval Base was tremendously enlarged, and in May 1969 Subic's ship repair facility was authorized to reactivate five of the 10 AFDB-1 sections then located at Guam.

She is smaller now, but still very powerful. Her lifting capacity is 45,000 tons, or enough to handle two DLGs at one time. The structure of AFDB-1 is extremely rugged. Typhoons, torpedoes and attack by enemy aircraft have failed to deter her.

linehandlers as they pull a ship into place: Right: A mike boat tows USS Windsor (ARD-22) in for drydocking.



Knight

by 23-foot hole at the waterline of the freighter. The engine room, steering room and three different holds in the ship were also flooded.

Working up to 16 hours a day, often oil-splattered and always covered with sweat, the salvage crew of *Cohoes* surveyed the damage and designed a patch to cover the gaping hole in *American Hawk's* side.

The patch, weighing nearly seven tons, was padded on its bottom half with a mattress-canvas covering to plug the sides which would be below the waterline. After the patch was put in place by a floating crane and secured, the crew of *Cohoes* completed pumping water from the freighter's damaged compartments.

The repair of *American Hawk* was the most ambi-

tious undertaking of *Cohoes* this year. Part of the reason for her crew's success is their versatility. Among the ship's eight divers are a hospital corpsman, a damage controlman, a boatswain's mate, a machinist's mate, two firemen and the executive officer of the ship. Thus, the ship's small crew is able to perform a wide spectrum of salvage jobs.

Cohoes can also claim to have been earning her keep while working on *American Hawk*. Work that is done on civilian ships is paid for by the ship's owners.

In addition to being a unique ship *Cohoes* is also a distinguished one. During her service in Vietnam she has been awarded the Meritorious Unit Commendation and the Republic of Vietnam Armed Forces Unit Citation for Gallantry.

A seagoing knight and a salvage wizard, *Cohoes* belongs to a singular class of U. S. Navy ships—her own.

—JO3 Mike Goodrich

SELF HELP III

A Report from the Head Seabee

THE MAXIM IS QUITE CLEAR when it comes to Self-Help: The Navy helps those who help themselves. Nonappropriated funds for Self-Help projects—administered by the Bureau of Naval Personnel—are provided faster to those commands which show a willingness to put Self-Helpers alongside Seabees in order to get a project off the ground from the very start.

This is the thinking of Rear Admiral William M. Enger, CEC, USN, the Chief of the Naval Facilities Engineering Command, who's sometimes referred to as the "Head Seabee" in the Navy.

"I'm sure," he says, "they would authorize and provide funds first to a project which uses Self-Helpers to help Seabees over someone who says he can't provide helpers to assist Seabees. It's a matter of helping those who are willing to help themselves."

During the past year, in excess of \$15 million in nonappropriated funds has been approved by the Bureau of Naval Personnel to finance a wide variety of personnel support facilities, ranging from Navy Lodges to swimming pools. The project—besides providing useful employment for stateside-stationed Seabees, along with an outlet for the creative talents of Self-Helpers—is demonstrating the emphasis put on "people" by the many directives and programs instituted by Admiral E. R. Zumwalt, Jr., USN, the Chief of Naval Operations. In essence, the Navy is putting weight behind these ideas by demonstrating that it cares for its people; the payoff is reflected in the recent increase of the first-term reenlistment rate which has risen from 16 to 19 per cent.

THE SELF-HELP PROGRAM is considered to be one of the factors contributing to this improved picture. As Admiral Enger says, "I believe one of the things that has contributed to it is the growing, general awareness that the Navy is doing everything it can to help its own people . . . Self-Help is one of the factors—although only one of the factors—that Admiral Zumwalt and his programs have done to encourage people to stay in.

"I can speak personally. I know that as I traveled around and talked to a lot of Seabees, I found this program is a great boost to the morale of Seabees—the constructive use of these men for the benefit of the other people in the Navy."

But Self-Help is not just a case of waving a wand and having things magically happen. Funding has always been a problem and it will remain a problem. Above all, funds earmarked for one specific purpose, such as dependent housing or operating maintenance, are not allowed to be used for another purpose.



RADM W. M. ENGER, CEC

"There was no managing source for the Self-Help funding and we had to turn to existing Navy resources. These resources are really inadequate to accomplish what should be done," Admiral Enger says. "The major commanders who have the responsibility for funding this program had a difficult time finding the funds which are necessary to carry out the program in the way we desire."

AT PRESENT, there is a deficiency of personnel support facilities which equals about \$3 billion. It was found that in looking over the projects making up this variance, the Seabees—working with Self-Helpers—could accomplish about 10 per cent of the work. The other 90 per cent can only be corrected by the normal military construction rules, that is, Congress appropriates the money and the construction is undertaken and completed by civilian construction firms.

A Navywide target date was set up for 30 Jun 1972 for \$2 million per month to be spent on the program. Admiral Enger has said that the program is not far behind schedule and with CNO placing a high priority on people-oriented projects and Self-Help in general, efforts are continually being made to identify more dollars for use in Self-Help projects.

According to Admiral Enger, Self-Help has been successful, but "not to the extent we would like.

"I think we can accomplish a lot more," he says, "I think we have plans laid out that will assure that we accomplish a lot more in the future . . . our goals are quite ambitious."

What is the aim of the program? According to the admiral, "This was our charter: to try to make maximum use of the Seabees within the Navy with help

from others in the Navy to do what we could in the way of first class support.

"We purposely established an ambitious program—we haven't realized it yet—but I believe we're well on our way. The program is gaining momentum and it has the complete acceptance and the wholehearted support of major commanders and station commanders."

RESERVISTS, too, have answered the call, and their efforts have been praised by fleet and area commanders, alike. Despite the fact that they are limited to working only during their weekend drills, they have proved effective on local projects. Working through the Reserve Manpower people at Omaha, Neb., activities have benefited from the "outstanding technical capabilities" of these Reserve units.

Admiral Enger says that the outfits that benefit most by these Reservists are those "that have the energy and initiative to get out and get the Reservists."

Some of their work sometimes involves more than a weekend at a single location. Like their Regular Navy counterparts, Self-Helpers also assist Reservists on projects.

IDEALLY, the goal in Self-Help is to achieve the ratio of four Self-Helpers to one Seabee in getting the work done. To date the ratio has been closer to two Self-Helpers for one Seabee.

Will Self-Help ever reach the point where Self-Helpers will work on their own? "I believe that would be true for certain aspects of it," Admiral Enger says, "but we don't intend to make Seabees out of non-Seabees."

"I should think that eventually some of this work will be accomplished by non-Seabee personnel, but we do still believe—for now—this work should be accomplished under Seabee guidance to insure that it meets specifications and standards. On the average, though, with the kind of projects we've been given, Seabees can be used effectively. For some things, the ratio may have to be one-to-one (as in constructing a parking lot)—for other things, it could be raised to as high as 15, even 20, to one (as in electrical work). It depends on the nature of the task.

"All of these Self-Help projects should be under the guidance of the Seabees or Civil Engineer Corps officers to be sure that they are long lasting projects and that the work is done properly."

Self-Help is not a "here today, gone tomorrow" program. The Navy is looking at long lasting projects and by long lasting, it means in the area of 20 years—not short span, one-year affairs.

THERE'S THE NECESSITY of seeing to it that all projects are inspected by a Civil Engineer Corps officer—usually a public works officer—upon completion. The Navy has no compunction about ripping down a structure if it doesn't meet specifications or safety

standards. Here is where the 20-year life-span comes into play.

"One of the things we've insisted upon," says Admiral Enger, "is that this would be done properly and under technical direction and that the work is accepted; that it is as acceptable as if it had been performed by a contractor and—in general—that it lasts 20 years."

He underscores the necessity of doing the work properly the first time.

FEEDBACK FROM COMMANDS at this early date is not really possible since many projects are still underway and haven't been evaluated, fully, by the individuals who will make use of them. The Chief of Civil Engineers' people in Washington feel that it will take a while before the program can be evaluated with certainty that the goals have been accomplished. However, periodic surveys are made in Self-Help just as they are made in any Navy engineering program.

No matter how much is written or explained about a program, sooner or later, someone gets the wrong idea. Self-Help is no exception. There are some people who feel that the emphasis has been too heavy on projects that may benefit married Navymen and dependents at the cost of the unmarried Navymen. Nothing could be farther from the truth.

Admiral Enger explained that he could see how some people could get this idea when they see Seabees—especially overseas—putting in a parking lot near dependents' housing. What the observer doesn't realize is that the source of the funds dictates the project and the project never dictates the source of the funds. If the parking lot—in this example—is being put in near housing for the benefit of the people using the housing, then the money which is being used to pay for the construction comes out of Family Housing funds and nothing else.

There's no cross-matching of funds and projects, nor is it possible to do this—the Navy is strict as to what money is used for what purpose. Perhaps a hint to an observer in cases like this is really to observe: if the work force is made up entirely of Seabees, then it's a Seabee effort and it doesn't involve Self-Help. The Seabees have split their work into two major fields—and these involve Seabee Reservists as well as Regular Navy Seabees: (1) Seabee Projects and (2) Seabee Directed Self-Help Projects.

"The Seabees have long been used—long before Self-Help came along—in construction projects within construction battalions," says Admiral Enger.

"What we've tried to do in Self-Help, and Admiral Zumwalt has added to and tried to encourage greatly, is the supplementing of Seabees with other people," he said. "We make a distinction between a Seabee Project in which just the Seabees are involved—be they Regular or Reservists—and the Seabee Self-Help projects where we see the ratio (hopefully) of four to one, which helps people to help themselves."

CONFUSION CAN ARISE too when one reads the list of six categories of facilities given priority atten-

tion: living facilities, temporary lodgings, parking garages/on base parking, trailer parks, recreation clubs and other welfare facilities. The list can be interpreted to mean that the last two items which affect unmarried personnel probably to a greater degree than married personnel, are given the lowest priorities—but this is not the case. This is merely the way that the list is made up. Local commands—station and base commanders with a population exceeding 10,000—decide on what is needed most at their localities and then go about obtaining these particular personnel support facilities. In some areas it could mean that parking is more important than having an added club facility, or vice versa. The OpNav Instruction (11000.9 of 6 Aug 1970) states that CNO is interested in improving or providing personnel support facilities, where it is determined that morale and retention attitude may be affected. That statement emphasizes the two key words of Self-Help: morale and retention. It's just simply not a case of mixed priorities or misdirected effort.

“Admiral Zumwalt was merely saying (in the instruction), ‘here are some of the things the Navy needs and we would like to do this and do that,’” Admiral Enger says. “We have a very fine system set up for base commanders and area commanders and major claimants to devote their resources to the areas in which they believe the need to be greatest.

“There may be reason for people to believe that we're overemphasizing the families—that's because of the nature of the funding.

“One of the first things we were able to do was

to ‘shake loose’ some Family Housing funds and start building trailer parks. That money is not usable for anything except the Family Housing Program. A lot of the emphasis on the projects being built is dependent upon the source of funds for those projects. We couldn't use regular Navy Operational Maintenance funds for anything in the Family Housing area, nor could we use Family Housing funds for other than housing projects.”

SELF-HELP IS MAKING ITSELF KNOWN throughout the stateside Navy at such places as Charleston, S. C.; Quonset Point, R. I.; Pensacola, Fla.; Memphis, Tenn.; Corpus Christi, Tex.; and Miramar, Calif., to name but a few locations. The projects include partitioning off sleeping and living areas in enlisted men's barracks; revamping sections of an officers' club—with officers working on the project just as enlisted Self-Helpers do on other tasks; modernizing a lake-front recreation area; and even installing boat slips at other locations.

The work is professional—completed projects could stand side by side, in quality, with similar construction-repair undertaken by any stateside contracting company. Besides the volunteer labor used on these projects, every attempt also is made to cut down the costs of materials used in the projects. An example of this is a recreational lake house at NAS Memphis



which has been assessed at \$80,000 and was constructed at a cost of \$18,000—most of the wood used in the house was obtained free of cost. A tract builder—clearing the land in the area—provided the logs and a local sawmill produced the finished product on a 50-50 basis. The local recreation department picked up the logs, delivered them to the sawmill, and brought the air station's share of the finished wood to the lake house site. Ingenuity was again used when it came to bricks for the fireplace—all obtained at bargain basement prices.

But—admittedly—obtaining the low-cost building materials at NAS Memphis was unique. On most Self-Help projects, it's the labor costs that are saved while material is obtained at the usual over-the-counter prices. The projects are diversified: rehabilitation of six bachelor enlisted quarters at NAS Pensacola; installation of 20 boat slips—also at Pensacola; repairing hurricane damage to facilities at NAS Corpus Christi; completion of a trailer park at NAS Miramar; a new meeting place for the local rod and gun club at the Polaris Missile Facility, Charleston; and construction of a nine-hole golf course—complete with three lakes—at NAS Kingsville.

Projects are numerous too, with such places as the Charleston area undertaking one Self-Help task after another—much of it centered around making life more enjoyable for the single enlisted man. Pro-

viding the know-how for these projects are the small construction battalion units situated throughout the States—primarily at large naval shore activities.

AREA COORDINATORS establish administrative procedures for processing requests for Seabee assistance. These procedures vary from area to area but they generally consist of a review by a board or committee, who then recommend priorities to the coordinator who has the ultimate decision-making authority.

Much of the decision-making involving Self-Help projects centers around projects that will directly affect morale and the retention attitude of the local naval population. Preference is given to those projects which provide the most common use in serving the widest spectrum of Navy people. Above all—the success of a project from its idea stage to completion depends on the number and enthusiasm of Self-Helpers pledged to the project.

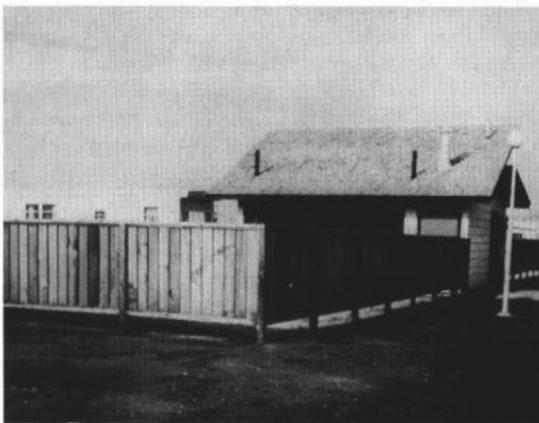
"We've come a long way in the last year by the formation of these construction battalion units ashore," says Admiral Enger. "This gives Seabees a much greater feeling that their talents are being used for the benefit of the Navy.

"Every individual sailor can contribute through his own time or by volunteering for participation as a Self-Helper. He can also help by exhibiting the utmost care for the facilities that are now at his disposal to insure that they are fully available for both himself and others to use and enjoy."

—John Coleman



FOR A GUIDELINE ON SELF-HELP PROJECTS, TURN TO PAGE 51



navy programs

VIET

help them

WHAT Senior Chief Petty Officer Edmund B. Canby knows about the Vietnamese Navy would probably fill a book. In fact, it may—someday—if he decides to put his experiences down on paper.

At 46, past the age at which most career enlisted men have left the service to begin a second career on the outside, Chief Canby returned in June for his fifth tour in the Republic of Vietnam.

It all began in 1964, when he was assigned as one of six U. S. Navy advisors to coastal groups in the 3rd Coastal Zone. "At that time," he pointed out, "the junk force was a paramilitary organization. You never really knew how the Vietnamese sailors felt about the changes that were taking place then, but they stuck it out very well through this difficult period and are now an important part of the regular Vietnamese Navy."

INITIALY, Chief Canby served with a coastal group security force, and later as a gunnery advisor to Coastal Group 37. There was a shortage of coastal group advisors at that time, and Canby was the only American sailor serving with the unit. He then went to Coastal Group 36, served as a patrol officer for a year with River Patrol Division 511 at Can Tho, and in 1967 began two consecutive tours with River Assault Groups (RAG) 23 and 31.

It was during his RAG tours that Chief Canby had his most interesting and challenging experiences as an advisor—especially during the 1968 Tet offensive.

"The days during Tet 1968 and the months that followed were rough," he recalled. "We had many tough and dark days during this period, but we were able to get the job done. I was working with a special group of people then, too—the RAG sailors were considered elite Navymen serving with an elite unit."

Chief Canby spoke highly of his Vietnamese counterparts of those days. "They had a hard job to do with the older boats," he said, "but they never complained, not even during Tet when the going was really tough. They never gave up," he emphasized, "they just kept going."

When the Vietnamization program began in November 1968, Chief Canby was on hand to see the first American combat boats turned over to the Vietnamese Navy. In fact, he was working with the unit which provided the first Vietnamese boat captains for the small craft.

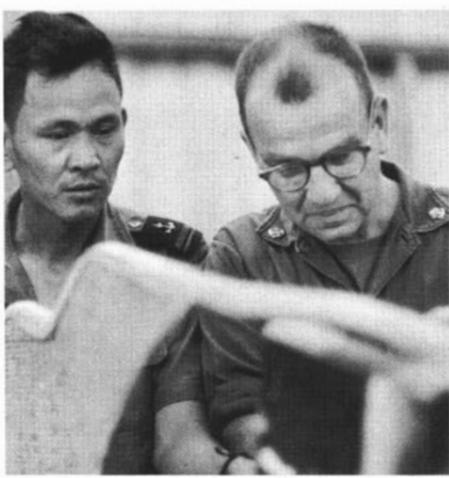
When the program began, Chief Canby was working with RAGs 23 and 31, and was involved in several of the conferences with other advisors on the Vietnamization program. "We sent some of our best boat



in

NAM

help themselves



Left: Seaman Nguyen Van Tinh and PO2 Nguyen Van Chi fish in the Saigon River. Above: Chief Edmund B. Canby reviews maintenance techniques with Chief Nguyen Thanh Tan. Below left: PO1 Kenneth G. DePlanche examines the son of Vietnamese sailor. Below center: PO3 John B. Moran studies a blueprint with a Vietnamese worker. Below right: PO2 Gordon C. Eberhardt makes electrical repairs.



captains to receive boats and form Task Force 211," he said. "These men were given five months of complete training; they were able, though, to take over the craft in about six weeks."

CANBY FEELS that the Navy's advisory effort is paying dividends and that it is at its peak. The new two- and three-year advisor programs, he believes, are greatly enhancing this effort.

"The new advisors will be more valuable in many respects," he said, "mainly because of increased training in personal response and the extensive language training they receive before coming into the country. Both of these areas are especially important during this particular time when we're involved in turning over our remaining assets to the Vietnamese Navy."

Comparing Vietnam, today, with what it was like during his previous tours, the chief pointed out some specific differences he's noticed so far:

"I'm amazed at the amount of commercial traffic on the highways," he said, "at the large number of people engaged in productive labor, and the number of rice paddies that are now being worked that had been idle for several years. It appears that the pacification effort is really working now."

"The Vietnamese are going to have to help themselves," he continued. "They must do the repair work, get their supply system going, and use what we've given them in a productive way—just like they're doing now. If they continue, I firmly believe they'll come out on top."

ALTHOUGH FEW PEOPLE have spent as much time in the Republic of Vietnam or seen as many transitions—in the U. S. Navy, the Vietnamese Navy and the country itself—as Chief Canby has, anyone who goes to Vietnam today can at least see the results of the Navy's efforts and gain an understanding of how important a role U. S. naval advisors have played—and still are playing.

The U. S. Navy has done a lot, but a large task still remains. The great expansion of the Vietnamese Navy—it's now one of the 10 largest in the world—in a relatively short period has caused some critical economic problems.

Pay is low, even for senior officers in the Vietnamese Navy. The monthly pay for a petty officer first class, who has a wife and two children, is 9000 piasters—or about \$32. In comparison, a Saigon taxi driver averages about \$200 a month.

Coupled with the lack of government housing and other benefits, the low pay places Vietnamese Navy-men on an austere poverty level. Disabled veterans

are even worse off—separated from the service because of permanent injuries, they have virtually no rehabilitation program, and—consequently—little hope of becoming productive in a postwar society.

IN RESPONSE to this situation, which has had effects on morale, the U. S. and Vietnamese Navies combined their resources into a multi-faceted effort called Operation Helping Hand. The program, which was started in 1969, is designed to upgrade the standard of living and benefits available to the VNN sailor and his dependents, veterans, and widows and orphans. This entails the construction of housing, food supplement projects, and a rehabilitation center for disabled Navy veterans.

One of the first steps taken under OHH was the construction of dependent shelters. When the program began, the Vietnamese Navy and Marine Corps needed an estimated 17,000 dependent shelters. To meet this need, Vietnamese sailors and American sailors are working together in a self-help program at more than 20 bases. Over 3500 units have already been completed, and more than 1000 others are currently under construction. At some bases, excess barracks are being converted into apartment dwellings.

The “pigs and chickens program,” as it has come to be known by Navy men in Vietnam, was the second OHH project to be undertaken. Primary foods such as meat and vegetables, which are basic to the local diet, are scarce and expensive—especially for a navyman’s budget. Food supplement programs, like that of OHH, are the most effective ways of providing tangible increases to the Vietnamese navyman’s standard of living. Animal husbandry, agronomy and fishing projects are now underway to provide these needed dietary supplements.

USING U. S. NAVY advisors, all experts in their specific fields, the projects have progressed at an extremely fast pace. In animal husbandry, U. S. sailors share their know-how in the construction of facilities and the care and breeding of livestock, while the Vietnamese provide the labor and materials. Aside from the initial outlay of funds, these projects are designed to be self-supporting.

At Cam Ranh Bay, a model farm has been established and is currently being used as one of five livestock distribution centers. Here, livestock are bred, raised and distributed to other bases in the Republic. At present, 115 livestock projects are in operation at 44 bases.

In agronomy, U. S. sailors again provide the knowledge and advice to their Vietnamese counterparts in modern crop-raising techniques. Thirteen vegetable gardens and three fruit tree projects are now underway at several bases.

The latest addition to the food supplement program is a fishing project. Initially a pilot program, it has now been expanded toward reaching an eventual goal of providing low-cost fish—at 1/15 of the local market price—to all Vietnamese Navy bases and commissaries.





The fishing program, which now includes 10 small-scale, long-line projects and a large-scale project deploying modified junks with fishing nets, has already resulted in a savings of more than \$92,000 for Vietnamese Navymen during the past year.

THE THIRD FACET of OHH involves the establishment of a Vocational Rehabilitation Center for disabled Vietnamese Navy veterans. In an effort to make vocational rehabilitation a reality for the VNN veteran, widows and orphans, the Vietnamese and U. S. navies are constructing a 500-family hamlet. This will provide housing and food supplement programs for Navy veterans and their dependents at Cat Lai, adjacent to a vocational rehabilitation school supported by the government of Vietnam.

The center's primary goal is to ensure that former VNN sailors can return to their homes as productive members of the postwar society. Veterans will receive training in carpentry, auto mechanics, electricity, refrigeration, welding, plumbing and typing.

OPERATION HELPING HAND is just what the name implies—a program designed to allow and encourage the Vietnamese to help themselves and eventually become a self-sufficient nation. Although the Vietnamese have provided most of the labor for these civic action projects, it has been a group of highly qualified and dedicated U. S. Navymen who have largely been responsible for the progress which has been made. By sharing their professional knowledge and skill, U. S. Naval Advisors and Seabees have helped to convert raw manpower into productive labor.

Since the Seabees first set foot in Vietnam in 1963, they've been constructing roads, bridges, schools, shelters and even playgrounds for Vietnamese children.

But today, a change in Seabee tradition is evident at Cat Lai, on the outskirts of Saigon—there, Vietnamese military men and civilians are performing tasks which were accomplished by U. S. sailors only a year ago. Only one Seabee—PO3 John B. Moran, Jr.—is now assigned, as an advisor, to the Cat Lai construction site.

About 80 Vietnamese, applying skills taught to them by Seabees previously stationed in the area, are working under Moran's supervision on dependent shelters at Cat Lai for the families of Vietnamese Navymen and disabled veterans.

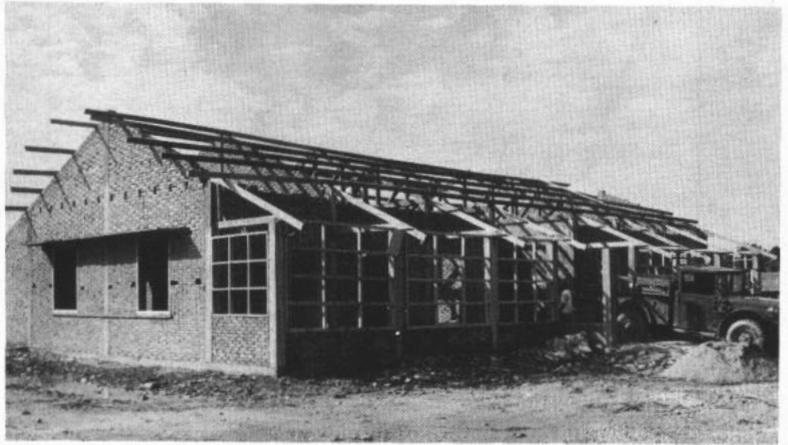
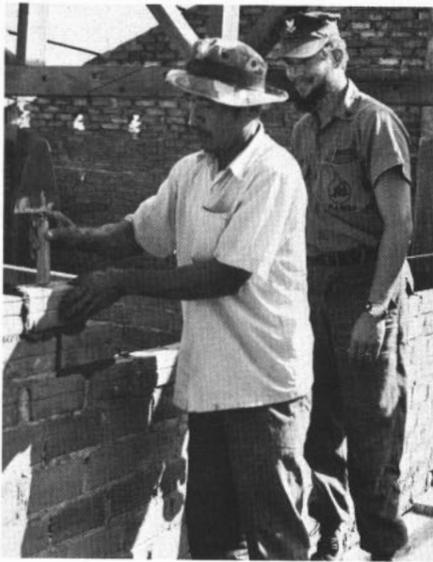
SEABEE TEAM 0318, now stationed in Kien Hoa Province 50 miles south of Saigon, has been supporting Vietnamese civic action projects in the province since it arrived there last December.

A specialized 13-man construction unit, the team consists of builders, mechanics, equipment operators, a steelworker, an engineering aid, an electrician, a utilitiesman, and a hospital corpsman who conducts his own civic action program by providing medical and dental assistance to residents of villages throughout the Kien Hoa province.



Top left: PO3 Archie A. Banfield works at the Seabees' construction site in Kien Hoa Province. Top right: Seabees and trainees take a break from a heavy workload at one of their construction sites. Above left: LTJG William E. Reichmuth (left) studies a blueprint with Republic of Vietnam Army Colonel Nguyen Van Son (center) and Chief Richard Murguia. Above: A Vietnamese sailor and his American naval advisor look over pigs raised at their base under Operation Helping Hand. Left: Two Seabees repair a swing at the public playground constructed by Team 0318 for the children of Ben Tre city. Standing to the left of the Seabees is a former Viet Cong who has rallied to the government side and is now a construction trainee.





Above: A maternity hospital is one of the projects now underway by Seabee Team 0318 members and Vietnamese trainees.

Left: PO2 Wayne R. Dixon (right) observes one of 15 Vietnamese workers he helps to train at a construction site in Ham Long District.

These Seabees also provide a training program for the Vietnamese. At present there are 15 Vietnamese in training at Kien Hoa—including four former Viet Cong who left communism and joined the government side. Evidence increases each day that a trained nucleus of people will be left when the team finally departs Vietnam.

One project which is now underway is the construction of a maternity hospital in Ham Long District. "We have six construction trainees and usually only one Seabee who acts as an advisor to them," said Chief Petty Officer Richard Murguia, the assistant officer in charge of the team. "In fact, we have a Vietnamese man who often supervises the trainees," he added.

The combination of support from the Seabees and enthusiasm from the Vietnamese people has resulted in the completion of several projects already—including roads, a bridge, warehouses and a public playground.

Operation Helping Hand was created to meet the increased needs of the Vietnamese Navy which, during the past two years, has more than doubled in size. The program is strengthening their navy by providing the financial means to develop a stable corps of career men, improve family security, and build service loyalty.

UNFORTUNATELY, OHH is limited in its efforts due to a shortage of funds. In addition to the appropriated funds which have been made available for this cause, a total of three million dollars is needed to complete the necessary work.

Recognizing the importance of OHH and the need for additional nongovernment funding, a group of prominent American business and professional men in Saigon formed the Operation Helping Hand Foundation in March of last year as a means of collecting private donations for this cause.

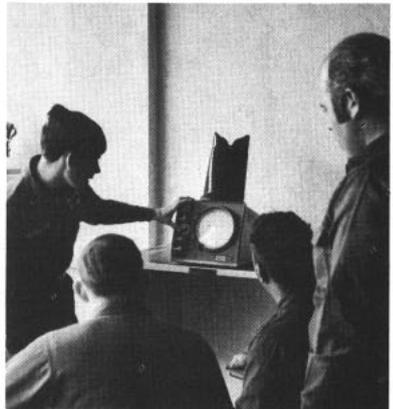
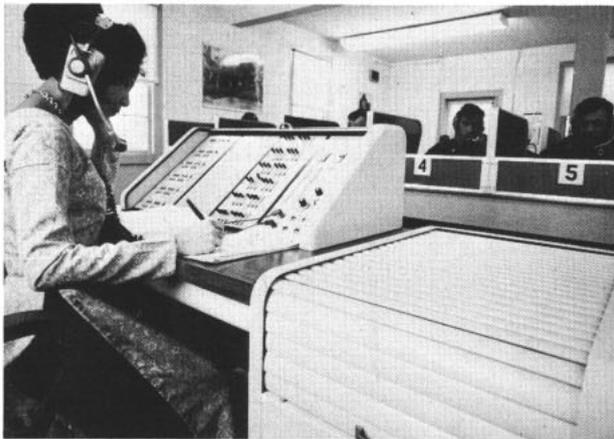
To date, over \$43,000 has been contributed to the

foundation, and an additional \$40,000 in assorted material and equipment has been collected and shipped to the Republic of Vietnam through Project Handclasp. But the total goal of three million dollars is still a long way off, and a great deal of private support throughout the entire Navy and Marine Corps community is needed in order to reach it.

EQUALLY URGENT is the need for volunteers—both officers and enlisted men—to serve as advisors in Vietnam. Since the need for volunteers was first cited early this year, over 800 officers and 2600 enlisted men have volunteered and many of them are now in training en route to Vietnam. The response has been good, but the need for qualified, motivated volunteers continues.

The Vietnamese Navy needs experience and advice in the areas of preventive maintenance, repair techniques, procurement, storage and issue of spare parts, transportation management, and logistic planning at all levels. While volunteers of all designators and ratings are needed, of particular importance are those officers and enlisted men who are skilled in the areas of logistics and maintenance. Enlisted volunteers are needed in the UT, CE, CM, BU, EA, ET, CS, EM, EN, GMG, RD, SK, and YN ratings, and those Navymen who have previously served in an advisory capacity are particularly encouraged to consider another tour in Vietnam as an advisor.

IN ADDITION to more intensive training (see accompanying page), the Navy offers special benefits to volunteers for Vietnam advisory duty in order to compensate for the family separation and personal hardships inherent in this duty. Recent approval of responsibility pay for officers serving in certain senior naval advisor billets was a major step forward in this area, and other incentives for both officers and enlisted men are now being considered.



School for Naval Advisors

A new training program for Vietnam-bound U. S. Naval Advisors is now underway at the Naval Amphibious School, Coronado, and the Naval Inshore Operations Training Center at Vallejo, Calif. The program, which began operation on 1 July, is designed to provide "well qualified, highly motivated, trained sailors" to assist in the Navy's role in Vietnamization.

Navy volunteers are trained in one of three advisor areas—operations, staff or logistics—and later assigned to Chief Naval Advisory Group, USMACV for duty.

Those Navymen who volunteer and are accepted for the program already have basic functional skills which will enable them, with training, to become effective advisors capable of passing on their knowledge to their Vietnamese counterparts. They receive instruction in Vietnamese history, religious customs, and in human behavior so that they may better relate to those with whom they'll be working.

Most of the volunteers receive Vietnamese language training, and some—who will be assigned to key jobs—will receive as much as 47 weeks of training.

Volunteers who are accepted for the program are eligible for some special benefits, including:

- An expansion of the Spot and Field Promotion Programs.
- Preferential treatment in choice of next duty station.
- 30 days' leave before and after Vietnam tour.
- Preferential Navy housing consideration within CONUS for their dependents while they are serving in Vietnam.
- Hostile fire pay.
- Income tax exemption.
- 14 days' CONUS leave during the Vietnam tour.

For a complete listing of the benefits available to advisors, see ALL HANDS, June 1971.



Top left: Language training class at the Navy Inshore Operations Training Center. Top center: Volunteers climb ropes during a physical training session. Top right: Communication instruction. Above: Vietnam Advisory Program volunteers receive instruction in the use of the M-60 machine gun. Below: A river patrol boat (PBR) makes a patrol run during training at the center.





vietnam veterans
return to
help

NINE AMERICAN veterans of the Vietnam War have been at work since mid-summer on a two-month project designed to benefit disabled Vietnamese military men.

The nine individuals, who represent no organization, decided to return to the Republic of Vietnam because of their desire to help the Vietnamese people and their concern that the image of veterans as a whole was being misrepresented back home.

They are four former Navymen, three former Marines, one ex-soldier and one former airman.

"I felt an unfair and distorted view of the Vietnam war veteran was being displayed," said Armistead J. Maupin, Jr., a former lieutenant (jg) in the U. S. Navy.

"We were being portrayed in the news as drug addicts, marchers on Washington and extreme radicals. I would weigh every news story I saw with what I knew from my service experiences there and saw that a three-dimensional picture of the war and the veterans was not being presented," he said.

Maupin decided that adding more rhetoric to the problem would solve nothing.

"We had to show by our actions that we are dedicated to the commitments of our country. I'm not in favor of letting the war drag on, but I think we should do all we can for the South Vietnamese before we withdraw completely," he said.

WITH THIS IN MIND, Maupin started writing letters to Washington, and after receiving what he considered to be enough positive reaction, took a leave of absence from his job on the news staff of the Charleston, S. C., *News and Courier*.

On 8 June, he traveled to Washington to begin putting his plan into operation. Two days later, in the office of a mutual friend, he met Charles P. Collins III, another former naval officer.

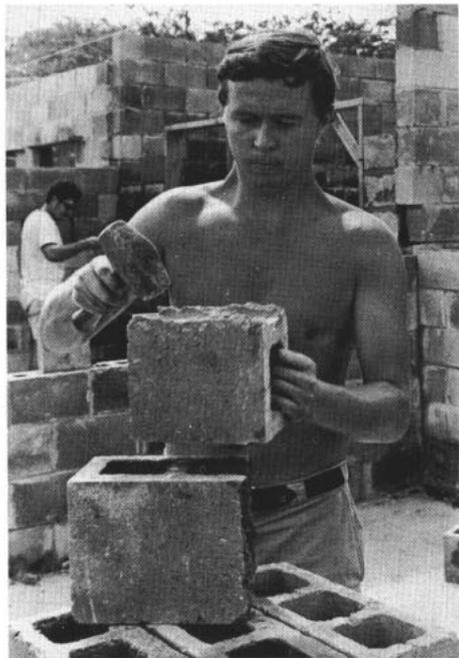
Collins, a veteran of nearly 21 months in the combat zone, but more recently a professional recruiter for an electronic data concern in Dallas, Tex., thought returning to Vietnam for a people-to-people type project sounded "like a great idea."

Putting their heads together, they decided to keep their group small, and unaffiliated with any larger organization.

Passing the word by telephone and from friend to friend, ensuring that each veteran they considered was recommended by a known source, they were



Above left: The partially completed 20-unit housing project in Vietnam that nine American veteran volunteers are rushing to finish by fall. Above right: the men work to complete a roof for a 10-unit section of the project. Living at the construction site, they use one of the completed units as a dining room (right) and two others as bunkrooms. This project is at Cat Lai.



At left: the American veteran volunteers pass cement blocks from man to man while constructing a wall for the new housing units. Below left: Charlie Collins, a former naval officer with more than 21 months of service in the war zone, prepares cement blocks for laying.

joined by the following members of the volunteer group:

- Thomas M. Nielsen, a former radio operator with the U. S. Navy's Mobile Riverine Force, and now a working artist with a houseboat-studio on the Mississippi River;

- Zeph Lane, a former Navy hospital corpsman who was medevaced from Vietnam in March 1969, with an injury caused by shrapnel from a B-40 rocket, now a premedical student at the University of Maryland. He is the only married member of the group;

- Karel J. (Jess) Leadbeter, a former U. S. Air Force advisor to Vietnamese Air Force radar operators in the Mekong Delta and now a student at Prince George's Community College in Largo, Md.;

- Francis L. (Lou) Abad Jr., a former Marine Corps captain with more than 100 Vietnam air missions under his belt as an F-4 *Phantom* jet navigator. He served there with Marine air units during parts of 1965, '66-'68-'69-'70 and '71.

- Jack R. Myerovitz, a printer for the past two years at the Government Printing Office in Washington, and before that part of the U. S. Marine Corps force that recaptured Hue after it fell in the communists' 1968 Tet offensive;

- Carrolton E. Reese, a former member of the U. S. Army Depot at Qui Nhon, and an independent builder since leaving the service over a year ago;

- John F. Butler, also a carpenter, and a member of a U. S. Marine Corps combined action group in Military Region 1 during his 14-month Vietnam tour which ended in November 1969.

It wasn't until the group got to Saigon that they learned what they actually would be working on.

They were flown there by the U. S. Air Force, and the U. S. Navy in Vietnam found a suitable project for them.

It turned out to be a 20-unit housing development at Cat Lai, on the outskirts of Saigon, which will provide homes for the families of Vietnamese veterans attending vocational training schools there.

Only two of the American veterans (Reese and Butler) had any previous experience in carpentry, but that hasn't held them back.

MOST OF THE GROUP, like Jack Myerovitz, felt they were doing something important here before and have missed that feeling since leaving.

"I've been wanting to come back for the past two years," he said. "I just wanted another chance to work with the people—help them build something."

Most of them also felt, like Zeph Lane, that this was an opportunity they couldn't turn down.

"It isn't often that you have a chance to align yourself with a worthwhile cause like this. Everyone is saying 'get up off your apathy;' this is one way of doing it," he said.

The Americans receive no pay for their work. In fact many of them have taken time off from well-paying jobs to make the trip. Their food, however, is paid for by the Helping Hand Foundation, an organization formed by American business and professional men to raise funds and sponsor programs to improve the standard of living for Vietnamese Navymen and their families and also for Navy veterans there.

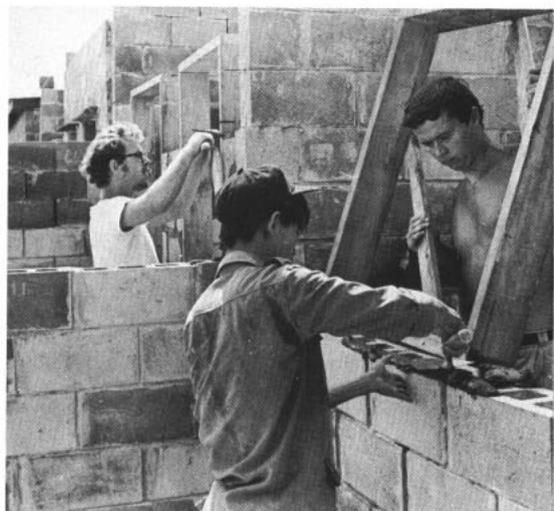
The concrete block structures the American veterans are completing were started by U. S. Navy Seabees and Vietnamese civilian builders who had to leave for higher-priority jobs when the development was only one-third finished. The veterans' plan was to have the job done by 1 September.

"WE WERE VERY FORTUNATE to get these men to work at Cat Lai," said CDR Walter F. Baker, head of the psychological warfare and Vietnamese Navy welfare department of the U. S. naval forces headquartered there. He also coordinates Helping Hand Foundation programs throughout South Vietnam.

"The work these men are doing will allow us to move in 20 more veterans for classes starting in September," Baker said. "It's a great boost."

The veterans, too, are pleased with the task they've been given. Speaking of a trip to the nearby vocational training school, John Butler said: "Those Vietnamese, many of them disabled, want to pitch right in. They're working their tails off. Seeing that, how these people will work if they have a chance, makes the job we're working on here really seem worthwhile."

—Story and Photos by JOCS Jim Falk, USN



Top right: John Butler (left), Charlie Collins (right) and a Vietnamese sailor install window frames in the housing project they are building. Middle right: Zeph Lane, a former Navy corpsman and now a pre-med student, examines the injured shoulder of a youngster at Cat Lai. Right: the veterans relax after a day's work with letter-writing and reading by the light of a kerosene lantern.



This . . .

ADVANCING TECHNOLOGY, and the massive expansion and dissemination of that knowledge in the past decade, have resulted in a terrific information explosion. Worse yet, there now appears to be a physical danger of people being buried under the sheer volume of that paperwork.

In the Navy, various ships, weapons, electronics, air, and other sophisticated systems have generated thousands of administrative and technical documents. The maintenance of this mass of paper, particularly the insertion of pen-and-ink and page changes, has been extremely irksome and burdensome to shipboard personnel. Already cramped shipboard space—always at a premium—is getting tighter, with the papers crowding out the people.

The answer is, however, within reach. The solution involves the application of a rather old medium—microfilm:

Limited One-Year Test Begins

THE NAVY has begun a limited one-year test of microfilm aboard 19 ships: 10 from the Pacific and nine from the Atlantic Fleets. The types of ships participating in the program range from aircraft carriers to nuclear-powered submarines. The program, which was launched in June 1971, is being performed under the watchful eye of a working task group formed by the Assistant Vice Chief of Naval Operations/Director of Naval Administration.

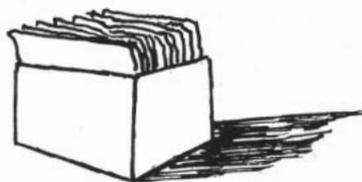
The idea originally developed several years ago from three separate sources. The first proposal for mass use of microfilm aboard ships was advanced by a Retention Study Group which noted the adverse effects of the huge volume of paperwork on reenlistments. Concurrently, COMPHIBLANT and CRUESPAC, acting independently, also proposed use of a micro-filming system.

Goals of the test program are to determine the advantages, disadvantages and user acceptance of the microfilm system. Of equal importance to the task group is the exploration of other potential uses for the medium.

The current testing program features the use of microfiche. These film sheets, four by six inches in size, are so designed that up to 98 pages of printed material may be copied on each one. The Naval Ma-



or this ?



terial Command is providing ships in the testing program with microfiche copies of COMTAC (communications/tactical) and NAVSHIPS, NAVEX and NAVORD technical publications. Selected intelligence publications are also being added. Additionally, test ships have been provided with fixed and portable microfiche readers and reader/printers, to produce hard copies, with a compact index and filing system for the fiche.

Advantages of the System

SOME OF THE MORE IMPORTANT advantages of the microfilm system are: volume reduction, which frees much filing equipment and space for other uses; shorter publication-cycle lead times; cost, weight and mail volume reductions; information currency; reduction of shipboard workload through elimination of all pen-and-ink and page changes; greater file integrity; and faster and easier retrieval of information.

The ultimate goal of any shipboard type project is to increase Fleet readiness, and this program has the same goal. In recent years, the cost of progress has grown progressively higher, with the costs of certain more sophisticated and complicated systems reaching astronomical proportions. Here, however, is where the microfilm system is different. It actually costs less to provide microfiche than it does to provide printed copies, although initial installation of the system is expensive, because of the need to procure expensive equipment (readers and reader/printers).

Once the system is operational, it can virtually produce entire publications and directives for only pennies. For example, once a master microfiche has been produced of a 98- (or fewer) page manual (for about \$2.50), other microfiche distribution copies may be produced for about 10 cents each. Compared to the current commercial printing costs for producing the same publication, the cost is nominal.

Microfilm Initially A Novelty

MICROFILM was first developed in 1839 by an Englishman named Dancer. Initially a novelty, it became useful a hundred years ago when the Frenchman Dragon instituted the famous "Pigeon Post," the first "airmail" system on any considerable scale. The system was used to bring letters and official dispatches

on microfilm into Paris during the siege of 1870 in the Franco-Prussian War.

Modern microfilming began in the 1920s with the development by a New York City bank clerk of the rotary camera. This revolutionary device permitted documents and film to move simultaneously at high speed, while microphotographs were being taken of each document. Reading machines were then developed to search roll films for copies of wanted documents. These instruments became forerunners of today's modern roll and cartridge microfilm readers. While the banking field was the first to use microfilm on a volume basis, it was soon adopted by other fields, including insurance, law, manufacturing, libraries and government.

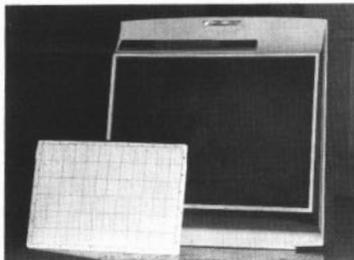
The V-Mail system of World War II—an update of Dragon's original concept — provided for low-cost, rapid transportation of vast quantities of information. Consequently, space became available for the transport of critically needed supplies, ammunition and personnel to support the war effort.

A MAJOR microfilming breakthrough occurred early in World War II. Shortly after Pearl Harbor, the need of the military for photographs, maps, and topographical information of enemy territory was acute. As a result of a public appeal, a deluge of postcards, photographs, and maps of all sizes, shapes, and descriptions poured into Washington in numbers far exceeding expectations or facilities. Development of the aperture card resulted.

By cutting a hole (aperture) in a key-punch card, an individual frame of microfilm could be mounted in this hole; yet, because of the thinness of the film, the cards could still be machine-sorted. Thereafter, electric accounting machines handled the filing and retrieval of such data. During the 1950s, aperture cards became extremely popular for reproducing, disseminating, storing, finding and using engineering drawings.

These drawings have formed the basis for one of
(Continued on Page 51)

Far left: The microfiche reader/printer in use. Center: The compact mini-reader. Below: An example of the amount of space saved by the microfiche system. All of the volumes have been condensed into the easy-handling box of cards.



● MORE ON LIBERTY: COs MAY GRANT 96s

Liberty periods of up to 96 hours may now be granted by COs on special occasions or in special circumstances, or to particularly deserving people. Ninety-six-hour liberty, which must include two consecutive nonwork days and which may not -- under any circumstances -- be extended beyond 96 hours, may be granted under the following circumstances.

- As a reward for exceptional performance.
- As compensation for extensive or unusual working hours.
- As compensation for long or arduous deployments.
- As compensation to men on ships undergoing overhaul away from home ports.
- Where normal liberty is inadequate due to isolated location.
- As a traffic safety consideration for long weekends or avoidance of peak traffic periods.

The AlNav which established this policy also defined a 72-hour liberty period as one which starts at the end of a normal working day and ends with the start of normal working hours three and one-half days later -- for example, from Monday afternoon until Friday morning. A 72-hour period, like the 96, may not be combined with holidays or other off-duty time where the combined period of absence would exceed 72 hours.

● GREATER EMPHASIS ON OPEN HOUSING

In AlNav 51 the Secretary of the Navy discussed the problems of discrimination faced by minority group Navymen and Marines and their families in seeking suitable off-base housing. A subsequent in-depth investigation confirmed that discrimination in housing is still widespread despite the equal opportunity gains made in the past few years. This is largely because people have not reported cases of discrimination and, as a result, commanders are unaware of the true situation.

In a more recent AlNav, SecNav cited the need for commanders to give this matter their personal attention in order to bring about the desired changes. This includes helping civilian employees in obtaining the support of the appropriate local, state or national equal opportunity agencies, and "advising local governmental officials, community leaders and private groups that future base closure decisions will take into account local area practices with respect to open housing."

● CHRISTMAS MAILING PERIODS FOR OVERSEAS DELIVERY

The U. S. Postal Service, in conjunction with the military departments, has established specific periods during which you should send your Christmas mail overseas -- if you want it to get there on time. Surface parcels should be mailed between 12 Oct and 8 Nov; Space Available Mail (SAM) parcels, letters, voice recordings, post cards, postal and greeting cards should be mailed between 19 Oct and 22 Nov; Parcel Air Lift (PAL) items should be mailed between 26 Oct and 29 Nov; and parcels, letters and cards with airmail postage should be mailed between 30 Nov

TIDES AND CURRENTS

A Message to the Fleet from the Chief of Naval Personnel



VADM D. H. GUINN

BUPERS NOTICE 1306 of 27 Aug 1971 approved the three-year minimum sea tour for all enlisted personnel. The object of extending sea tours to a minimum of three years is two-fold: (1) to improve stability of men involved—that is, they have a longer period of time in one home-port; (2) to improve the stability of crews in ships. The increase to a minimum of three years at sea is followed by a commensurate increase in shore duty tours so as to balance the sea/shore rotation. Again, this increases the stability for families of men on their shore tour.

Approximately 31,000 men presently serving 24- to 30-month sea tours are affected by this new

policy. Some of the larger communities represented are Yeomen, Personnelmen, Electronics Technicians, Hospital Corpsmen and the Group IX ratings. Additional benefits realized from this increase to a minimum of three years at sea and extended shore duty tours will be improved personal services for all hands through stabilization of the incumbent service agents. Additionally, longer productive periods between rotations for the ratings affected, with increased opportunities for professional growth and promotion to more responsible billets within a command will be gained.

Over-all, while the number of men whose sea tours are increased to a minimum of three years is a minor portion of the Navy, the benefits accrued will far outweigh the additional year or less that is spent in sea duty tours.



and 13 Dec. For information about mail going from one overseas destination to another and a list of mailing dates for items sent from and to locations in the U. S., see OpNavNote 2700 (16 Aug 71).

● "PNA" POINTS FOR ADVANCEMENT MULTIPLE NOW UNDER STUDY

Analysts at the Naval Examining Center, Great Lakes, Ill., are studying the possibility of giving some advancement multiple credit to those men who have passed an examination but not been advanced due to quota limitations (PNA). The study is being carried out in response to a survey in which 82 per cent of the enlisted men polled indicated that they would be in favor of such a program.

● NAVY'S CAREER COUNSELOR PROGRAM EXPANDED

The Navy's Career Counselor Program has been so successful in promoting career motivation that an expansion of the program has been started. Phase I of the expansion is now underway with the selection and use of full-time BuPers-controlled "SPECAT A" Career Counselors. These carefully selected and trained counselors are available to furnish Navymen and their families with the necessary facts for making a valid decision concerning a Navy career.

Career Counselors are chosen from a group of volunteer career petty officers on the bases of motivation, leadership and communicative abilities, military bearing and personal stability. If you're interested in becoming a Career Counselor, you may submit a request to the Chief of Naval Personnel (Pers-B2021) via your commanding officer.

● MOVING MADE EASIER FOR NAVY FAMILIES

New procedures are now being formulated which will make it easier for Navy men moving to new assignments to find suitable housing at their new duty stations. In general, a Navy man who receives orders may forward a housing application to his new duty station, which will then send him housing information. This information will include current data on waiting lists, and should help the incoming family in reaching a decision concerning housing. Further details on this procedure and others related to housing for transferring families are expected in an upcoming revision of OpNavInst 11101.13 series.

● LDO(T) CONTINUATION PROGRAM FOR FY 72

Due to the Navy's budgetary need to continue reducing its active duty manpower strength, the LDO(T) continuation program for fiscal year 1972 is similar to that of last year. Temporary LDOs serving in the grade of lieutenant commander under the 10 U. S. Code 5787 who have twice failed of selection to lieutenant commander under the Officer Personnel Act will be continued on a yearly basis provided they're selected for continuation on active duty that year. These officers may remain on active duty until 30 Jun 1973 or until they've completed 30 years of active duty, whichever comes first.

● SEAVEY DATES FOR EM1 AND EM2

It has been noted that the Seavey cutoff date for Electrician's Mate 1st Class is Feb 66 and the Seavey cutoff date for Electrician's Mate 2nd Class is May 67. The dates were inadvertently switched in the tabular listing which appeared in last month's issue.

● MORE WILL BE ELIGIBLE FOR CAPT AND CDR IN FY 72

The Secretary of the Navy has expanded eligibility for selection to line captain and commander in fiscal year 1972. The expanded eligibility is, in the case of male officers, as follows: Those now eligible for promotion to captain include individuals with date of rank of 1 Jul 1968 or earlier; junior officer eligible is John Watson, lineal number 004718-90. Officers eligible for promotion to commander include those with date of rank of 1 Jul 1969 or earlier; junior officer eligible is J. H. Luallen, Jr., lineal number 018713-90.

● COs GIVEN MORE LATITUDE FOR GRANTING EMERGENCY LEAVE

Commanding officers have been given the widest possible latitude in determining the existence of an emergency and the granting of emergency leave. This move, announced in Z-gram 137, was made to eliminate the confusion stemming from various interpretations regarding the

briefs navy navy navy navy n

"appropriate means" for verifying the existence of an emergency requiring the serviceman's presence.

Dependents of deployed Navymen are still encouraged to contact the American Red Cross, the command's contact point officer, or the nearest U. S. naval or other military activity for assistance in emergency situations. However, "appropriate means" can be a letter, telegram or telephone call from the dependent, minister, attending physician or other interested party to the command or individual concerned. "In recognition of the individual Navyman's maturity, integrity and responsibility, "the Z-gram said, "emergency leave should be granted in accordance with BuPersMan 3020075, whenever the circumstances warrant, based on the judgment of the commanding officer and the desires of the individual."

● NEW POLICY ON SPACE-AVAILABLE TRAVEL

The services have jointly put into effect a new policy for space available travel which is more responsive to the travel-ready passenger. The new procedures, which were begun on a worldwide basis on 1 Sep, eliminated the twice-weekly validation for servicemen and their dependents wishing to travel on military aircraft. Instead, the passenger signs up only one time, but he must be present the first time his name is called for the flight. Other changes have increased the flight information available to the passenger and provided more reliable methods for using the space available seats.

● CTMs AND ETs ELIGIBLE FOR CONVERSION TO EW RATING

If you're a communications technician, M branch (CTM) in paygrade E-5, or an electronics technician (ET) in paygrade E-5 or below with an NEC of 1588 or 1594, you're now eligible to submit a request for conversion to the Electronic Warfare Technician (EW) rating. If you're accepted for conversion to this rating, which was established on 1 Sep 71, you'll be ordered to EW "A" school for training. The amount of training required will be determined by the school officials' review of your previous training and accomplishments. The deadline for submitting requests, in accordance with BuPers Notice 1440 (24 Aug 71), is 1 December of this year.

● PRODUCT INFORMATION FOR NAVY EXCHANGE PATRONS

Date/code handbooks are now available for in-store reference by patrons of Navy commissaries and Navy Exchange-operated convenience stores. These handbooks provide explanations of the most commonly used packaging codes and supply information concerning product shelf life and spoilage, where possible, giving the consumer a better understanding of the products available.

Commissary stores are also marking store-packaged fresh produce, meat and poultry items with the day of the week that the item was packaged. This information is clearly indicated on the product label.

from the desk of the Master Chief Petty Officer of the Navy

"The Name Of The Game"



MCPON JOHN D. WHITTET

THE SENIOR AND MASTER CHIEF PETTY OFFICER selection process is an important issue for thousands of Navymen. It is not surprising that it is the subject of considerable questions and curiosity. At least in my office, the tide of correspondence concerning this issue seems to rise and fall with the yearly recom-

mendations for advancement by the selection board.

The bulk of this correspondence is undoubtedly motivated by genuine concern. Perhaps, those who are concerned with this topic could benefit from a brief review of the selection procedure for senior and master chief petty officers.

To begin with, the rates of senior and master chief are much sought after. The demand for advancement exceeds the supply of billets. The competition is keen.

While the ceiling established by Congress is slightly higher (.3 per cent), the Navy is authorized by the Office of the Secretary of Defense to have only a maximum of .7 per cent and 1.7 per cent, respectively, of its total enlisted force at the master chief and senior chief levels. Moreover, we should consider that the odds are even more crucial within individual ratings where the aspirants for advancement are competing.

We must also understand the quota system. Quotas in each rating are limited by the needs and means of the Navy as they are determined by planners here in the Bureau. No matter how many qualified men there are for any one rating, the

number of promotions may not exceed the established quota. These quotas are generally allocated by rating . . . by this approach, effective competition is established and maintained within the total community, thereby more nearly assuring selection for advancement of only those best qualified within specific ratings.

MANY INDIVIDUALS wonder about, or question, the condition of their service jackets when they are appraised by the board.

Occasionally, information is missing from a man's service jacket. To solve this problem, the secretary of the selection board is authorized to contact individual commands for recovery of missing data. During the 1970 selection board, 500 telephone calls and 175 messages were initiated to make certain that each service jacket would be the most complete reflection of the total man. As the secretary of the board put it, "Board members are very conscientious about missing data; they ask for more data than they usually need."

It has been my experience that a very responsible effort is made to consider the whole man. The entire record of each candidate is carefully reviewed. In fact, every page of every service jacket is scrutinized by some qualified member of the board. During the last selection alone, some 16,000 service records were screened. However, this is not an automated process. This is a process which gives each candidate an experienced and penetrating review by dedicated and responsible people. It provides for a human look rather than a cursory mechanical evaluation.

The selection process then, is an arduous affair. Many long and concentrated hours are necessary to get the job done. This year, the board was composed of 30 officers and 13 master chief petty officers. Each of the 43 members was under oath or affirmation, "without prejudice or partiality," to "recommend those found to be the best qualified for advancement." Selections for promotion are made by majority vote.

THE SPECIFIC CHARACTERISTICS that are considered desirable may vary from year to year. If for no other reason than this, a man who is serious about promotion should continue to build up his record, even though he may have suffered disappointment in the past.

A man who is contemplating advancement to senior or master chief petty officer must build his record from the ground up. He should be concerned with his record of performance from the very be-

CARS Program

gining. Planning and preparation are important for a successful career.

In general, a man can reason correctly that the board looks well beyond test scores and performance evaluations. Types and places of duty, age, health, awards, educational credits, administrative ability, potential, discipline record, time in rate, time in service, background, letters of commendation and correspondence courses are also matters of consideration. Each selection board has considerable latitude in weighing these elements in order to define the desirable man.

Many candidates adjudged to be alternates or nonselectees would like to know just why they were not chosen for advancement. While I can sympathize with this question, the answer is simply not available. Deliberations and evaluations regarding individuals are not a matter of record and board members are sworn to secrecy.

HOWEVER, THIS SECRECY is not to stifle you. It is for your protection. It promotes an atmosphere of equitability and allows for freedom from the imposition of advantaged and self-interested contacts.

If you have such a question for yourself, be confident about the board's decision. While the deliberations of the board cannot always be "cut and dried," their judgments are as just as humanly possible. The one best answer for you is to consider the nature of the struggle you are in. Chances are that at least one other man's qualifications and characteristics proved to be more desirable than your own. Remember that this process is not one of "non-selection;" it is rather one of *selection* of the *best* qualified from among many with excellent records and qualifications.

It is my feeling that the selection board method for senior and master chief petty officer advancement is of great value to us all. It offers many advantages to the Navy and the individual sailor that are otherwise unavailable to us.

Not everyone can become a senior chief or master chief petty officer. In this competitive environment, the door of promotion cannot open to everyone who knocks upon it. Nor does it always open when first knocked upon.

The name of the game is to be competitive. Long years of faithful service and graying temples are not criteria for promotion. Accept the challenge and spirit of the competition. Prepare yourself. Push yourself. Cultivate your study habits. Be marketable. Get busy and create a demand for yourself. Perform!

A NEW PROGRAM called Country, Area and Regional Specialist (CARS)/Country Area and Regional Staff Officer (CARSO) has been approved by the Chief of Naval Operations and is now being set up. The new program recognizes the Navy's traditional interest in foreign affairs and the increasing need for officers with that expertise. Officers with backgrounds in politico-military affairs, strategic planning, political science, foreign relations and those with experience in other countries have been used for generations by the Navy, but without any special management or direction.

There has never been any way of assuring that the number of officers with the required skills would be available when needed. The CARS/CARSO program will identify small groups of skilled officers to meet specific requirements for countries, areas and regional specialists and staff officers.

UNDER THE PROGRAM, an officer with considerable knowledge of a specific country, area or region because of his language skill, academic background and practical experience can be designated a CARS officer. Officers applying for the CARS designation must have a qualification in the language of the country of level three through five (interpreter or linguist), based on the Defense Language Proficiency Test. Academic requirements include a master level of education leading to a subspecialty. Experience can be either in the country in question or on a major staff providing in-depth politico-military support or strategic planning for a specific country, area or region.

A CARSO is selected on the basis of being qualified to serve on a major staff in a politico-military or strategic planning billet requiring his specific country, area or regional expertise. Most CARSO officers will be selected from among the ranks of CARS officers. CARSOs are selected by the CARSO selection board which also adds or deletes officers on the CARS list. The board meets for the first time this month.

The CARSO board will also select a few high performing junior officers as prospective CARSOs. These officers' careers will be managed as part of the CARS/CARSO community to complete their qualifications as CARS. They will be the primary source of CARSOs to be selected by future boards. These prospective CARSO officers will receive special language and post-graduate training. The CARS designation will essentially be limited to officers who already have the language and academic qualifications.

OFFICERS of all designators will be eligible for consideration by the board. They will retain their officer designators and warfare specialties. Unrestricted line officers selected for the program can expect to rotate between tours of sea duty, foreign duty and staff duty, including command at sea if qualified. Staff corps or restricted line officers will rotate among tours in their career specialties in foreign duty and continen-

WANTED SEAL VOLUNTEERS



DURING WORLD WAR II, there arose a vital need for a highly trained, hard-hitting organization which could accomplish sophisticated missions within the amphibious forces of the Navy. This need was satisfied

by the creation of the Underwater Demolition Team (UDT), which has successfully accomplished missions across thousands of beaches around the world in past and present combat theaters.

However, the increasing complexities of guerrilla and unconventional warfare required still another unique, singularly trained, force to meet the challenge. The Navy answered the call with its now-famed SEAL Teams, an outgrowth of the highly successful UDT. The term SEAL is derived from the environments in which he is trained to operate—Sea-Air-Land.

Comparable to the Army's Special Forces or the Air Force Commandos, the Navy SEAL operates with little support, relying on nature for survival.

UDT AND SEAL TEAMS continually need qualified volunteers. Those officers and enlisted men selected undergo a grueling 24-week course to condition themselves for the professional, mental and physical requirements of the UDT organization.

The training begins with four weeks of toughening runs, calisthenics and other physical events to increase stamina. The following weeks are filled with classroom work, exercise, open-sea swims, study and practice in demolition and reconnaissance techniques. Candidates later learn the use of explosives, make live demolition raids against an offshore island, and complete an ocean swim of about seven miles. They also receive a week's training in survival, escape, evasion and land navigation.

After three weeks of airborne training they go to

tal U. S. CARS/CARSO billets. All officers in the program can expect normal advancement in their warfare or career specialties.

Four major regions of specialization have been determined—Middle East, Africa and South Asia; Pacific and Far East; Western Hemisphere; and Europe and NATO, including the USSR. Within regions are areas and countries on which officers may concentrate. BuPers Notice 1040 of 14 Jul 1971 contains detailed information.

Navy Encourages SDs to Cross-Rate, Rating Overmanned in E-4 Through E-6

FIRST, SECOND AND THIRD CLASS stewards are being encouraged by the Chief of Naval Personnel to cross-rate. This is part of the continuing program to

bring the number of stewards down to within the established manning level.

While the program, begun in February, has proved a quantitative success, most of the men willing to go into new fields are in the E-2 and E-3 pay grades. This means that the steward rating is still overmanned in the E-4 through E-6 rates, resulting in the request that more petty officers elect to change over. However, the response from stewardsmen has been so great that it is anticipated that no more rating changes will be authorized for E-2s and E-3s except through the Selective Conversion and Retention (SCORE) program.

A list of ratings to which petty officers in the steward rating are encouraged to convert has been published in BuPers Notice 1440. Men may request conversion to ratings that are not on the list, but they should also request two other choices found on the



underwater swimmers' school to learn the use of various underwater breathing apparatus, followed by some helicopter jumps and explosive ordnance handling. Thus, they are part frogman, part paratrooper and part commando.

An underwater demolition team consists of about 15 officers and 100 enlisted men, divided into five platoons. Each element is completely self-contained and capable of carrying out team missions.

Only those who have successfully completed UDT training can become SEALs.

A Navy SEAL is paid extra for his work. SEAL officers receive \$220 a month above regular pay—\$110 for parachuting and \$110 for demolition work. Enlisted SEALs are paid \$110 extra a month—\$55 for parachuting and \$55 for demolition work.

UDT and SEAL teams are always looking for qualified volunteers. If you're interested, now's the time to contact your personnel officer.



list as the other ratings are near their manning levels.

Conversion may be made by taking the rating examination or attending an "A" school. Persons must meet school requirements, though a waiver of up to 20 points on classification test scores may be granted on a case basis. Men should also make sure they can meet the physical and security clearance requirements of the rating they wish to convert to.

Stewards wishing to convert, either by test or through schooling, must submit requests in time to reach the Bureau of Naval Personnel (Pers-B223) not later than 31 October. It is anticipated that very few men will be allowed to convert to unlisted ratings.

Because the February 1972 steward Navywide examination will be administered prior to the regularly scheduled examination dates, stewards wishing to convert by examination may take both the steward exam and the exam for the rating to which they want

to convert. Persons authorized advancement and change of rating will have the option of accepting the steward advancement or a lateral conversion.

Kawishiwi Dishes Out Food for Crews, Fuel for Ships, Haircuts & Spare Parts

TO SHIPS OF THE SEVENTH FLEET, USS *Kawishiwi* (AO 146) is something special, for she provides something more than oil for their boilers. For men in the Fleet's little guys like minesweepers, gunboats and Coast Guard cutters, *Kawishiwi* dispenses something akin to liberty.

When the small ships come alongside, *Kawishiwi's* captain invites as many as can come aboard via high-line to swing on over for a haircut, shopping in the ship's store, a refreshing stop at the soda fountain and, if time permits, some hot pizza from the galley.

To *Kawishiwi's* crew, however, a ship alongside means more than goodies from the store and the galley.

Any day of the week, her men are liable to be busy transferring the thousands of gallons of fuel required to keep the Navy's steam up and the lubricants to keep the wheels turning.

Tons of freight are also transferred during each swing along the gunline as well as spare parts and, probably most welcome of all from a morale standpoint, the mail which swings merrily from the lines between *Kawishiwi* and her visitors.

'Can Do?'—They Did it Again, NMCB-62 Captures Peltier Award

THE SEABEES of Naval Mobile Construction Battalion 62 not only "can do" but did again. They won the Peltier Award for Best of Type excellence for the second consecutive year.

The Peltier Award plaque was recently presented to NMCB-62 skipper, Commander Frank M. Newcomb, in a ceremony at Camp Moscrip in Puerto Rico. The award, designating NMCB-62 as the "Outstanding Naval Mobile Construction Battalion for 1970," was presented by Rear Admiral Walter M. Enger, Commander Naval Facilities Engineering Command and Chief of Navy Civil Engineers.

In 1969, NMCB-62 became the first Atlantic Fleet battalion to receive the award since 1966. The battalion is the second, in both fleets, to earn the honor two consecutive years since the award was established by the Society of American Military Engineers in 1960. NMCB-9 accomplished this feat in 1964-65.

San Diego Public Works Center First To Win Manpower Award

THE San Diego Public Works Center became the first Navy command to win the Secretary of the Navy's Manpower Achievement Award. The award was presented for "commendably superior management capability in meeting Navy priorities and requirements" during 1969 and 1970.

Three major pieces of Navy equipment developed and constructed by PWC were on display for the ceremony—the "Mobile Mulcher" used for destruction of classified matter; the "Garbage Cooker" which processes garbage for use as landfill; and a lightweight target sled.

Radiomen Provide Round-the-Clock Service Holding Communications Open in Vietnam

COMMUNICATIONS is a word with different meanings to different people. But for U. S. Navy radiomen serving at the U. S. Naval Forces headquarters in Saigon, RVN, it means a reliable, rapid and secure method of keeping their commander informed.

From around the world, from riverine combat craft to Washington, the daily flow of messages to and from

"I LOVE YOU

WHEN Navy-Marine Corps MARS Radio Station NONRD at Camp Moscrip makes its weekly calls to its affiliates, the messages which crackle through the airwaves are usually intimate, although hardly private. But who cares? What matters is that a lonely sailor in Puerto Rico is talking to the folks back home.

The Camp Moscrip station, which operates seven days a week, is manned by the communications squad of Naval Mobile Construction Battalion 62. The seven-man squad, headed by Radioman 1st Class Douglas L. Bollinger, consists of switchboard operators Electricians 3rd Class Thomas E. Sauers, Thomas M. Lies and Richard W. Stough, and Construction Electrician Constructionmen George R. Eaves and Michael J. Coop. Electronics Technician 3rd Class Dan C. Watson, who handles the MARS maintenance and repair



the communications center of the commander U. S. Naval Forces in Vietnam is voluminous and unending.

This center handles all message correspondence directed to and from 104 Navy commands and activities in the Saigon area. Its volume runs over 50,000 individual messages a month.

Working 24 hours a day, seven days a week, the 106-man force reproduces an average of more than 60,000 copies of messages a day for distribution, and accepts more than 400 messages for transmission.

Chief Petty Officer Lonnie D. Duggins, communications traffic analyst, said "with the aid of modern microfilming, more than one million messages are kept on file. Any individual message can be located and reproduced in less than five minutes."

Messages may contain general information about routine changes in Navy regulations or combat information dealing with fast-moving operations in Southeast Asia.

IN A MATTER OF MINUTES, the center can reach the seat of government in Washington, and echelons of commands ashore and at sea. This is accomplished by means of secure teletype and other modern equipment connected with a worldwide computerized communications network.

In addition to its mission of reliable, secure, and

...OVER"

duties, rounds out the team.

MARS calls leave the station by radio transmission and are received by MARS stations located at the Naval Construction Battalion Centers, Gulfport, Miss., and Davisville, R. I. There they are patched into the commercial telephone system and from that point on they become collect calls to the point of destination.

When atmospheric conditions are favorable, the MARS calls can be as clear as a local phone call. The only difference is that only one person can talk at a time, and must say "over" before the other person can talk. This is necessary so the radio operators assisting with the calls on each end can change their sets from transmitting or receiving as necessary.

The station, which operates on a first-come, first-served basis, also offers written message service.

—Story by CE3 W. R. Adams



rapid communications, the center also provides a morale-boosting telegram service for the men in the Republic of Vietnam. This service makes available to naval personnel serving in the Saigon area a telegraph outlet which is much less expensive than commercial facilities.

—JO1 Bob Williams

Special Issue of New Work Uniform Insures Supply for Recruit Centers

FREE ISSUE of the new Navy enlisted blue working uniform to eligible Navymen is now underway. Because of cost only one of the new uniforms will be issued to each person.

Recruits are currently being issued at least one new uniform with their clothing allotments and a limited number have been made available for sale in clothing and small stores.

To reserve the supply of uniforms needed by recruit training commands and clothing and small stores, the free issue program has been designated as a special program and will receive clothing supplies after RTC and C&SS needs are met. Local commands have been instructed not to begin distribution of free uniforms until they have sufficient stocks to keep up with the level of demand at clothing and small stores.

Navymen on active duty are eligible for the program

if they have at least one year of obligated service as of 1 Jul 1971. Drilling Reservists with one year or more remaining in a Selective Reserve unit, or Navy-men on active duty who have executed agreements as of 1 July to enter a Selective Reserve unit, are also eligible to receive the free uniform issue. See BuPers Notice 1020 and NavSup Notice 4400 (both dated 1 Jul 1971) for more information.

List of New Movies to Fleet Includes 'Andromeda Strain,' 'Raid on Rommel'

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 process by (WS).

The War Devils (WS) (C): War Drama; John Ireland, Anthony Steel.

Soldier Blue (WS) (C): Western; Candice Bergen, Peter Strauss.

The Outsider (C): Drama; Darren McGavin, Shirley Knight.

Raid on Rommel (WS) (C): War Drama; Richard Burton, John Colicos.

That's the Way It Is (WS) (C): Music Documentary; Elvis Presley.

Rabbit Run (WS) (C): Drama; James Cann, Anjanette Comer.

Sudden Terror (C): Suspense Drama; Mark Lester, Lionel Jeffries.

A New Leaf (C): Comedy; Walter Matthau, Elaine May.

Puzzle of a Downfall Child (C): Drama; Faye Dunaway, Viveca Lindfors.

Red Sky at Morning (C): Drama; Richard Thomas, Claire Bloom.

They Might Be Giants (C): Comedy Adventure; Joanne Woodward, George C. Scott.

The Berlin Affair (C): Drama; Darren McGavin, Fritz Weaver.

Waterloo (WS) (C): Historical Drama; Rod Steiger, Christopher Plummer.

The Andromeda Strain (WS) (C): Science Fiction; Arthur Hill, David Wayne.

The Last Valley (WS) (C): Historical Adventure; Michael Caine, Omar Sharif.

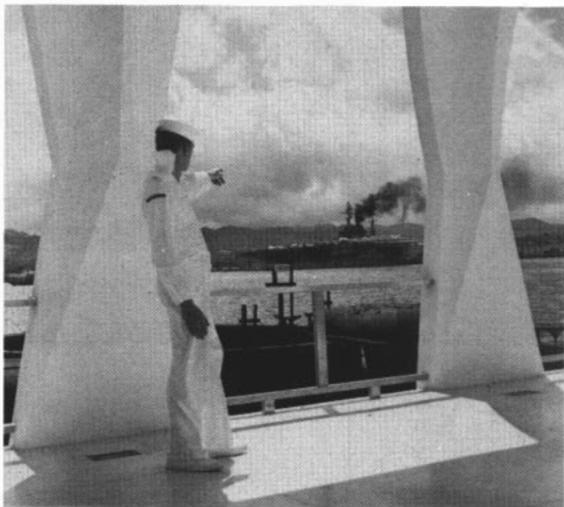
The House That Screamed (WS) (C): Horror; Lilli Palmer, Christina Galbo.

VP-22 Crews Gain 'ALPHA' Designation Halfway Through Six-Month Deployment

PATROL SQUADRON TWENTY-TWO (VP-22) has achieved a rare position of readiness in antisubmarine warfare with the designating of all 12 of its crews as "ALPHA crews." The squadron, homeported at Barbers Point, Hawaii, but deployed to Naval Air Facility, Naha, Okinawa, achieved the distinction after only three months of concentrated practice and

VISITING PEARL HARBOR

Navy men and their families visiting Hawaii usually wish to include Pearl Harbor and the USS Arizona Memorial in their tour. While there are commercial tours available, the Navy also pro-



vides free tours of the harbor and the memorial to the general public.

The one-hour harbor tour operates Tuesday through Saturday, except on national holidays. It departs the USS Arizona Memorial Landing, located just off Kamehameha Highway between Honolulu and Pearl City, at 0930, 1030, 1330 and 1430. The tour is operated on a first-come, first-served basis except for Vietnam R&R servicemen and their families who are given preference. An official R&R card must be presented. A busload of about 50 R&R personnel and their families comes daily from the Fort DeRussy R&R Center to take the 0930 cruise.

The Arizona Memorial cruise operates daily, Tuesday through Sunday, 0900 to 1130 and 1300 to 1530 at about 30-minute intervals.

The boat does not operate on Mondays or holidays except for 7 December, Veterans Day and the afternoon of Memorial Day. Tourists may sign up for the daily tours starting at 0800. No reservations for the following day or another time are accepted. Basic tour information is provided on a recorded message by dialing 433-1294 or 432-6169.



testing during its six-month deployment from January to July.

To achieve the "ALPHA" designation, each crew must complete exercises outlined by Commander Fleet Air Wings, Pacific, which include demonstrating proficiency in antisubmarine warfare, aerial mining, weapons employment and ASW surveillance. Some

exercises require only initial qualifications while others must be repeated to maintain qualification.

VP-22 departed Hawaii with only one ALPHA crew. Since then, not only has every crew achieved the ALPHA designation, but crew 12 has achieved double ALPHA status—each member has also completed all requirements for designation as aircrewmen.

Oklahoma City's Stamp Savers Aid Needy Indians in Arizona

BEFORE ANY SAILOR aboard the Seventh Fleet flagship USS *Oklahoma City* (CLG 5) throws away an old envelope, he stops and tears off the stamps. You may wonder if it's possible for 1300 philatelists to be aboard a single U. S. Navy ship. Possible, perhaps, but in this case the ship's crew have joined together in a common effort for the benefit of charity.

The stamps are gathered and sent to the Franciscan Fathers at San Miguel (Calif.) Mission who, in turn, resell them to companies which distribute packets of canceled stamps to collectors.

The *Oklahoma City* collection program—headed by Yeoman 2nd class Bob Kaliski of the ship's legal department—has collected over 12,000 stamps in the past two years.

The money made by the mission is used to aid needy Arizona Indians and people in the Republic of the Philippines.

Carrier's Self-Help Project Makes 'Hitting the Beach' Still More Fun

LIFE ABOARD AN AIRCRAFT CARRIER is no big picnic. But for the 2450 men of the antisubmarine warfare carrier USS *Ticonderoga* (CVS 14), it does include a series of little ones.

The "Tico cabanas," as the picnics are called, are actually free feasts for the men aboard *Tico*. Every afternoon in port, the *Ticonderoga* men migrate to the nearest naval station recreation field, on foot or by ship-provided buses, to indulge in as much free food and drink as they want. The menu consists of a variety of barbecued fare, but the most popular dishes are choice broiled steaks, hamburgers and french fries—all free to the *Ticonderoga* crew and their guests.

Strictly a self-help operation, the cabanas are supported by the crew and the general mess aboard ship. One of the nicest things about the cabana is that it goes everywhere the ship goes, whether it's San Diego, Long Beach or Sasebo, Japan.

This . . . or This? (Cont.)

the Navy's oldest and most successful uses of microfilming. Millions of engineering drawings have been reduced to 35mm microfilm and placed on aperture cards for mechanical sorting and retrieval. As an example of the data compaction made possible by using this system, 40,000 individual ship plans — requiring 786 cubic feet of storage space — have been microfilmed onto 60 rolls of film occupying less than four cubic feet of space. This space-saving feature has been particularly useful aboard submarines.

THE MICROFILM industry is substantial and fast-growing. The growth recently has been particularly enhanced by the advent of Computer Output Microfilm (COM), which translates the output of computers directly from magnetic tape onto microfilm without

Self-Help Guidelines

Calling it a "Program for the Improvement of Shore Establishment Habitability," Chief of Naval Operations Admiral E. R. Zumwalt, Jr., USN, instituted the present Self-Help Program in OpNav Instruction 11000.9 of 6 Aug 1970. He stated that his purpose in setting up the program was to help restore "fun and zest of a Navy career," and to reverse declining retention rates.

The instruction named Rear Admiral W. M. Enger, CEC, the Chief of Civil Engineers and also the Chief of the Naval Facilities Engineering Command, as the project manager and charged him with making "improvements to habitability ashore for all Navymen and their dependents."

•Here's how the program works—An activity identifies a sorely needed, people-oriented project and follows the usual procedures for obtaining approval to build the facility and to secure funds for material, design and incidental costs.

•At the same time, the command assures that it will make every effort to obtain Seabees and Self-Helpers for the actual labor. For technical aid, there are 17 recently formed construction battalion units at various locations in the States to which commands may turn in order to make Self-Help a success.

•These units are: 401—Great Lakes, Ill.; 402—Pensacola, Fla.; 403—Annapolis, Md.; 404—Memphis, Tenn.; 405—San Diego, Calif.; 406—Lemoore, Calif.; 407—Corpus Christi, Tex.; 408—Newport, R. I.; 409—Alameda, Calif.; 410—Jacksonville, Fla.; 411—Norfolk, Va.; 412—Charleston, S.C.; 413—Pearl Harbor, Hawaii; 414—New London, Conn.; 415—Oceana, Va.; 416—Long Beach, Calif.; and 417—Whidbey Is., Wash.

•If there's a CBU, a Reserve Unit, or a PHIBCB unit in the area, local liaison is established to determine the unit's availability to do the job. The amount of work to be done will be a deciding factor—a unit is expected to undertake only those jobs it can complete in four to six months' time.

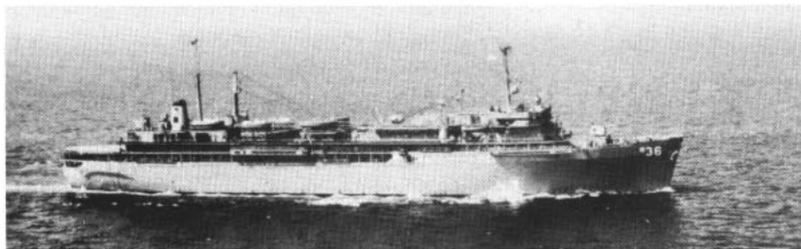
•Once the project is approved and the money is allocated, the local public works officer provides the engineering guidance. A minimum number of Seabees are assigned to give technical guidance and the command assigns, in a duty or off-duty status, the voluntary Self-Helpers.

•Details concerning Self-Help may be obtained by contacting Captain J. E. Washburn, CEC, USN; Director, Seabees Ashore/Self-Help Program; Code PC-3; HQNAVFAC; Wash., D. C. 20390 (AUTO-VON 22/75285 or 75269).

any intervening paper medium. With the development of high quality, cheap, small, portable readers, many homes, too, are expected to make substantial use of microfilm before the end of this century.

—JOC Bill Wedertz, USN

Ney award winners 1971



This page (top to bottom): Ney Award five-man selection committee; large mess afloat winner USS L. Y. Spear (AS 36); sneeze guards in the chow line, an impressive fare; chart details Spear's provision support to subs, and hors d'oeuvres aboard Spear.



HORS D'OEUVRES before dinner served by a waiter neatly attired in a bright red coat and bow tie are the mark of any fine restaurant, including the one aboard *uss L. Y. Spear* (AS 36) homeported in Norfolk, Va. *Spear's* restaurant, crew's mess, is one of four enlisted dining facilities within the Navy to receive the Captain Edward Francis Ney Award given annually to the top general messes afloat and ashore.

Spear was rated the best large mess afloat by the Ney committee while *uss Rigel* (AF 58)—also in Norfolk—was named the best small mess afloat. Naval Air Station, Corpus Christi, Tex., received the honor as best large mess ashore and Naval Security Group, Galeta Island, Panama Canal Zone, was the best small mess ashore. The dividing line between large and small messes ashore and afloat was



drawn at facilities serving over or under 300 men.

The four winners were chosen out of 12 finalists. The remaining eight were named to second and third positions in their respective categories. Second and third places in large messes afloat were taken by *uss Austin* (LPD 4), an Atlantic Fleet amphibious transport dock, and *uss Sperry* (AS 12), a Pacific Fleet submarine tender. The submarine rescue ship *uss Florikan* (ASR 9) in the Pacific took second place in the small mess afloat division and in the Atlantic, *uss Brumby* (DE 1044), an ocean escort ship, was third. Naval Station, Guam, placed second in large messes ashore, followed by Naval Communications Training Center, Pensacola, Fla.

Small messes ashore runners-up were the Puget Sound Naval Shipyard in Bremerton, Wash., and the Naval Air Facility, Naples, Italy.

THIS IS THE SECOND TIME Corpus Christi has won honors as the best large mess ashore, having done so in 1964. *Rigel* was a second-place winner last year, which lends truth to the slogan, "When you're only number two, you try harder."

The Ney Award was originated in 1958 in honor of Captain Edward Francis Ney (SC) USN, who served as head of the Subsistence Division of the Bureau of Supplies and Accounts (now Naval Supply Systems Command) during World War II. The program has the objective of promoting excellence in Navy food service through recognition of general messes which demonstrate outstanding preparation and service of food and management of food service operations.

There were a total of 15 areas in which each dining facility was graded.

WINNERS AND RUNNERS-UP won because they worked hard at their jobs—providing good food and good service to Navymen. *Spear* is an example. The men of the general mess, headed by Lieutenant (jg) Kevin C. Dolan and Master Chief Commissaryman Hugh McCracken, asked for crew suggestions about service and menus. As the often highly critical suggestions came in, *Spear's* food service division started making changes. The menus became more varied and each Wednesday the men of a specific division were allowed to tell the cooks what they wanted. The commissarymen and mess cooks worked overtime on new projects, receiving help from other divisions to make sure they were completed quickly. The changes were things that could not have been made a few weeks before the Ney inspectors arrived; they reflected long-range planning.

USS Austin is happy, though not satisfied, with her number two spot in the large mess afloat slot. She was inspected twice before being named as one of the final dozen. The first inspection was in November of last year while the ship was in the United States. She was visited again by Ney inspectors in March while in the middle of a Mediterranean deployment, at a time when she had an additional 600 Marines aboard.

The food service officers and the leading commissarymen of the winning commands attended the Food Service Executive Association convention in Milwaukee, Wisc., in August, where they accepted plaques on behalf of their commands. Attending were: LTJG



Dolan and CSCM McCracken of *Spear*; ENS J. C. Bassett and CS2 S. Short of *Rigel*; (CSC R. C. Barringer was unable to attend); Chief Warrant Officer P. Cohan, and CSCS R. W. Dunlap of Corpus Christi; and LT T. J. Malsack and CSC D. E. Bell of Galeta Island.

Winning and second-place activities are also entitled to send a commissaryman to a two-week course in professional cookery at the School of Hotel and Restaurant Administration at Cornell University, Ithaca, N. Y.

There are approximately 950 Navy enlisted dining facilities at the present time, over 80 per cent of them on ships. Naming 12 facilities out of 950 means the winners are definitely delivering the chow—on time and hot—and it means those who wish to win the Ney Award next year will have to deliver it even better.



Top to bottom: Corpus Christi's chow line and records are inspected prior to its selection as best large mess ashore; *USS Rigel* (AF 58) won best small mess afloat; food steamer at Corpus Christi gets safety check, and a baker aboard *USS Austin* (LPD 4) puts icing on a work of art.



top general messes afloat & ashore





and ANSWERS

QUESTIONS ABOUT RIGHTS, benefits, programs and policies of interest to Navymen and dependents continue to be asked hundreds of times each month in letters and telephone calls to the Bureau of Naval Personnel. A cognizant BuPers office provides a prompt, personal reply to each query, and those of general interest are published in ALL HANDS.

Here's the fifth in a series. For Parts I, II, III and IV, see ALL HANDS, August, October and December 1970 and June 1971.

Education & Training

Q: I have been told that "study guides" containing questions and answers that will help me pass advancement exams are available commercially. Is this true and, if so, how useful are they?

A: Such guidelines are available but their use is

not encouraged by the Chief of Naval Personnel. In spite of their claims, complaints have been received concerning both their currency and their usefulness. Diligent study of reference reading prescribed in *Training Publications for Advancement* (NavPers 10052 series) is a more useful and sure way of preparing for advancement exams.

Q: Are all graduates of NESEP appointed to commissioned grade in the unrestricted line?

A: The great majority are. Appointments in Restricted Line or Staff Corps categories are authorized for NESEP graduates not physically qualified for appointment in the unrestricted line and for a very few others with exceptional qualifications for duty in such categories as Supply Corps, Civil Engineering Corps, engineering, ordnance engineering, aeronautical engineering, aviation maintenance and geophysics.

Q: As an FTM2 what are the requirements to get into the Tartar "D" Program?

A: The training program is divided into two sections, AN/SPG-51D Radar and MK 152 Computer. You can ask for either course. You must be a graduate of FT "A" School, meet standard requirements for schools and have a specified obligated service to be eligible. Check with your educational services officer to be sure.

Q: What is PREP (Predischarge Education Program) and who is eligible?

A: All military personnel who have completed 180 consecutive days of active service are eligible for education assistance from the VA when enrolled in VA-approved courses which are required to: (1) obtain a high school diploma; and (2) gain admission to a training establishment or an institution of higher learning (remedial, refresher and deficiency courses). Enrollment in PREP is not charged against any VA educational entitlements earned on active duty.

Q: When are Record of Practical Factors forms revised?

A: Whenever extensive changes are made to the quals for the ratings involved. Minor changes are to be added locally.

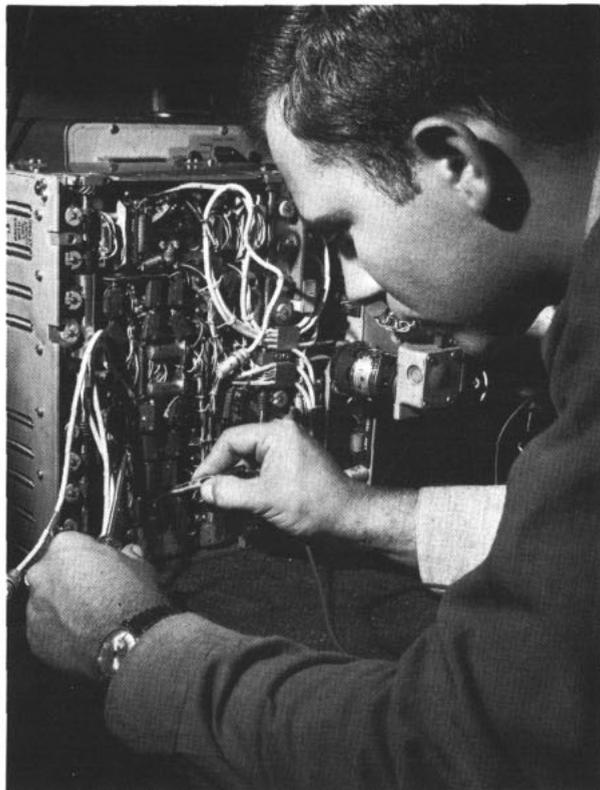
Q: I am a TN with 18 months' service. I wish to strike for SK, but my GCT/ARI combination is 20 points below the required 105 points. I requested a waiver from BuPers to take a Basic Battery retest before my unit deploys overseas, but it was disapproved. Can you tell me why?

A: As you know, only one Basic Battery retest is allowed and the new scores become official—even if lower than your original scores. For this reason, it is important that you're ready to take the test when granted permission. This is one reason for the 24-month period required between the initial test and the retest. Your record must show positive educational improvement. The latter requirement can be fulfilled by private courses or by Navy/USAFI courses, the most beneficial of which are USAFI "English Grammar and Composition," "A Review of Arithmetic," and NTC "Basic Hand Tools." There are also several classification units overseas which provide retesting services, so you may not have to wait until you return to the states. See your personnel officer for more information.

Q: What guaranteed schools does the STAR (Selective Training and Retention) Program give in the AW rating?

A: At present, no advanced training is available for members in the AW rating; however, if an AW "B" school is established, you will be assigned, provided obligated service requirements are met.

Q: I would like to go to college next semester, but



am not due to get out of the service until four months after classes start. This means I would have to be released four months early, while the Navy generally only lets people out three months early for college. What would my chances be of getting out in time to enroll?

A: BuPersMan 3850220.4 stipulates: "The requested date of separation shall be within three months of the member's expiration of active obligated service . . ." This three-month maximum is strictly adhered to, and no waivers are granted.

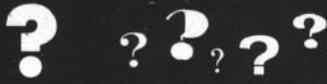
Q: Are there any waivers granted under ADCOP (Associate Degree Completion Program)?

A: No, due to the high number of fully qualified personnel requesting the program. Additionally, the educational background set forth in the ADCOP notice is the minimum entrance requirements for the participating junior colleges.

Dependents' Schools

Q: I am stationed in an area of CONUS where the public schools are generally considered to be very poor. Can I get some financial help from the Navy to assist in paying tuition for my children to attend a local tuition-fee school?

A: No. There is no legal authority for the Navy to



expended appropriated funds for primary and secondary schooling of dependents in CONUS.

Q: *My children are attending a local public school in CONUS. All pupils in the school are required to purchase their own textbooks and related school supplies. Since such materials are provided at government expense in schools operated by the Navy, can I be reimbursed by the Navy for the supplies which I am required to purchase?*

A: No. Public law also precludes the use of appropriated funds within CONUS for this purpose.

Q: *I am serving in an overseas area. My child will be five years old 10 Jan 1972. Can he start to school overseas at government expense at the beginning of the 1971-72 school term?*

A: No. The regulations state that the child must have reached his fifth birthday by 31 Dec of the current school year.

Q: *My wife has completed her college education in teacher's training but has had no teaching experience. Could she teach in a service-operated overseas dependents' school?*

A: If she is at the location of a service-operated dependents' school and a vacancy in the field of her



teacher preparation occurs during the school year, she may be considered for the position for the remainder of that school year. Also, she may be placed on the substitute list if she contacts the school authorities.

Q: *I have a mentally retarded child, who is educable. If I am assigned to an overseas location where there is a service-operated dependents' school, would there be schooling available for him?*

A: Yes, at the present time all military-sponsored overseas dependents' schools provide schooling for mentally retarded, educable children.

Navy Enlisted Classification Codes

Q: *I have held the NEC of SF-4915 since June 1963 when I was a SFP2. I have since advanced to DCCM and have been in submarines and destroyer tender duty since July 1964, some of which has been neutral time for sea/shore rotation purposes. I figure my sea duty commencement date as February 1966, after deducting neutral time. The ship's PN says it is July 1964. I hope the PN is right, but I'd like to be sure. Does my neutral time really count as sea duty?*

A: Certain rates and NEC's are exempt from neutral time. NEC SF-4915 is one of them. Your ship's PN is correct on this point and also on the fact that your sea duty commencement date is July 1964.

Q: *I have just graduated from boot camp and have reported aboard my ship for duty. I was told that I am identified by a rating NEC. What is it?*

A: With the exception of a few specified personnel, all Navymen in paygrades E-2/E-3, not identified as strikers, must be assigned a rating entry NEC of an appropriate rating. These NECs identify personnel who have received special training, are in training, or have an aptitude for a specified type of training. The NEC Manual contains more detailed information on the subject.

Q: *I am a MM2 who recently converted from the Storekeeper rating to the Machinist's Mate rating. As an SK, I held NEC SK-2861. Why can't I hold this NEC as a Machinist's Mate?*

A: The NEC Manual indicates specific ratings which can hold individual rating series NECs. These ratings are known as source ratings. Rating series NECs may be assigned only to personnel in the ratings listed as source ratings for the NECs. In your case, NEC SK-2861 could only be assigned to you as a Storekeeper. Therefore, when your rate was changed to MM, your SK NEC became an invalid code for your new rate.

Q: *I have heard a lot about Special Series NECs. What are they?*

A: Special Series NECs are those which are not related to any particular general or service rating. They are used to identify billet requirements which

are not sufficiently identified by rates, and to identify the personnel who are qualified to be distributed and detailed to fill these requirements. The requirements for qualifications and assignment of these NECs are listed in the Manual of Navy Enlisted Classifications (NavPers 15105).

New Uniforms

Q: How do enlisted personnel pay for the new uniform?

A: Enlisted men will pay for the new uniforms out of their clothing maintenance allowance. Every Navyman will receive enough money over a two-year

white shirts, cap, cap cover and insignia will cost \$108 per man.

Q: Will there be a change to the enlisted uniform allowance?

A: The enlisted uniform allowance is expected to increase, but the amount cannot be determined at this time. It is dependent upon the average of the initial clothing issue cost for all services on 1 Jul 1973.

Q: Are Service Dress Khakis required for CPOs and officers after 1 Jul 1973?

A: They will be optional from 1 Jul 1973 to 1 Jul 1975, at which time they will be deleted as items of uniform.

Q: What is the difference in cost between the new uniform and the one currently in use?

A: The cost of the complete seabag was \$206.38 on 1 Jul 1971. The anticipated cost of the seabag on 1 Jul 1973 will be \$236. This figure is in line with the cost of the recruit issue for the other services.

Q: Will retired personnel be issued the new uniform?

A: No, but they may purchase them, at their own expense, if they desire.

Q: When the new uniform is adopted, how will one be able to tell one rank from another when the blouse is removed?

A: There will be no way, as there is no way to distinguish between ranks of officers and CPOs now. However, this has been no problem in the past and is not expected to be one in the future. In the first place, there is no provision in Uniform Regulations to remove the service dress blue blouse, but in those instances when it is—say in an office—all one has to do is ask a man his rate or rank.

Pay and Allowances

Q: Why can't I get pro pay and VRB for my rating? The Army and Air Force both award pro pay and VRB for the same skill and training as mine.

A: The need for pro pay or VRB in any skill is determined by the manning in that skill in each service. If your skill is quite short of career petty officers, the VRB may be applied to induce more first-term men to reenlist into the career community or pro pay may be applied to induce more career petty officers to stay in the rating. Two factors are used to determine the need to apply pro pay or VRB to any rating or NEC: How critical is the shortage of career petty officers and how much time is required to train men in this field.

Q: My son recently completed his four-year enlistment in the Navy. During that period he had a sufficient amount of money deducted from his pay to pur-



period when uniforms are optional to purchase them. Uniforms will be issued to recruits at boot camp.

Q: What is the cost of the dress blues now in use?

A: The dress blue jumper and trousers now issued to sailors cost \$21.40.

Q: What will be the cost of the new uniform for E-1 through E-6?

A: The new Service Dress Blues will cost \$44 per uniform. It is anticipated that two uniforms, four



chase a U.S. Treasury bond each month. He was discharged approximately three months ago but has yet to receive his bonds. Would you please advise what procedure is necessary for him to obtain them?

A: When your son authorized the Savings Bond allotment, he also authorized the holding of the bonds in "safekeeping." We have contacted the CO of the Navy Finance Center at Cleveland, who advises us that your son has 41 \$25 bonds deposited in safekeeping. He may obtain these by writing to the Commanding Officer, Navy Finance Center, Cleveland, Ohio 44199, giving name, service number and address where he wishes the bonds to be mailed.

E-8/E-9 Promotion

Q: If an individual passes the E-8/E-9 exam, does this mean that his service record is pulled for review or is it a question of final score?

A: A member becomes a candidate for consideration by the Senior and Master Chief Petty Officer Selection Board by successfully participating in the annual Navywide exam. All test passers are listed on computer runs prepared at the Naval Examining Center. These runs provide a listing for drawing service records and reviewing candidates. Each test passer's record is reviewed by the selection board.

Q: Is there anything in print concerning the breakdown of the E-8/E-9 selection boards decision, i.e., does the final score count 50 per cent, marks 25 per cent, etc?

A: The criteria for selection of candidates are developed in closed session of the selection board. As such, the specific criteria and the weight given to individual aspects of these criteria are not made available.

Q: Can an individual write BuPers to find out why he has not been selected for E-8/E-9, and in this way perhaps improve his worth to the Navy?

A: Since the selection criteria are not divulged outside the board, it is not possible to state with certainty the specific reasons why a member was not selected. Therefore, letters to BuPers are discouraged since reasons for non-selection cannot be furnished.

Retirement/Fleet Reserve

Q: If an enlisted man is to go on the retired list on 1 January after 30 years' service and is released on the last working day of the year, will he get a pay raise if it is effective 1 January?

A: The question posed cannot be answered with certainty since it would depend on the language used in the legislation which authorized the increase in military pay rates. In the 1968, 1969 and 1971 pay legislation, no specific language was used concerning members who were retired on the same date that the new pay rates became effective. The Comptroller



General has held, with certain qualifications however, that if the Navyman was retired upon his own application (voluntary retirement), as opposed to involuntary retirement for physical reasons, the member concerned would be entitled to retired pay based on the new rates of basic pay which became effective on the same date as the effective date of his retirement.

Q: If a man is transferred to overseas shore duty on an accompanied tour of duty, can he submit his request for transfer to the Fleet Reserve to be effective after one year on board?

A: The provisions of BuPersMan 3855180.11d state that personnel serving overseas with dependents will be authorized to transfer to the Fleet Reserve upon completion of the prescribed tour for the assigned overseas area. BuPersInst 1300.26 series details the prescribed accompanied and unaccompanied tour lengths for all areas. In line with sound financial management practice, waivers of this requirement are not normally granted for other than cases of thoroughly documented hardship.

Q: Upon retirement or transfer to the Fleet Reserve will the government ship my household goods to a foreign country if it is the home of selection?

A: Guidelines set by the Joint Travel Regulations for Navy members provide for shipment of household goods and one POV, at government expense, anywhere in the world upon retirement or transfer to the Fleet Reserve when a member is entitled to a home of selection. Except in cases of hospitalization or education, for which the time limitation may be extended, household goods must be turned over to a transportation officer within one year following termination of active duty. Eligibility of personal property of retired members for entry into foreign countries free of duties and taxes is dependent upon the laws of the foreign country concerned. Import duties assessed by the foreign countries are not included in the charges for air or

ocean transportation provided at the expense of the U. S. government. Information on customs requirements, restricted items and documentation required by the customs authorities of foreign governments should be received from the consulate or embassy of the country involved.

Rotation/Assignment

Q: *My shore duty is up in March 1972, the same month my enlistment expires. I plan on shipping over in January 1972; when can I expect orders?*

A: The day you extend or ship over, your command will interview you for your duty preferences and make you available to BuPers for transfer in March 1972. The longer you wait to obligate for orders, the shorter the lead time you will have for planning purposes.

Q: *I understand that if I get out when my time is up next month, I can stay out for three months, come back in, and still retain credit for all the sea duty I've had since 1964. By that time the next SEAVEY notice should be out and I should make it because of my sea duty commencement date. If I do make the next SEAVEY, will I be ordered ashore when I show up for reenlistment at my hometown recruiting station?*

A: If you are primarily interested in moving ashore under SEAVEY procedures at the earliest possible time, you should reenlist on board your present ship. While it is true that you can get out and reenlist within three months and retain your sea duty credit, your first set of orders on your new enlistment will definitely be to sea, and for at least one year. So by taking the three-month break, you could get set back on SEAVEY for another year.

Q: *Is it true that some overseas shore duty counts as sea duty for rotation, while other overseas duty counts as shore duty? I've talked to some people who have been in such places as Iceland, Newfoundland and Gitmo who had their families with them and got*

sea duty credit for the tour. How can I get some of that choice duty?

A: There are thousands of enlisted men serving in foreign countries. In those overseas locations where living conditions compare favorably with living conditions experienced throughout the United States (less Hawaii and Alaska), the tour of duty is considered shore duty for rotation purposes. In those countries where the living conditions may be somewhat arduous compared to U. S. experiences, the tours of duty are considered sea duty for rotation. There is a further division—there are areas where dependents are allowed and those areas where dependents are not allowed. See your personnelman or career counselor for more detailed information and how to qualify for assignment to one of the areas in which you are interested.

Q: *I am eligible for SEAVEY and have submitted my duty preference card. But, I now want to volunteer for duty in Hawaii. How would I indicate this new desire to my detailee?*

A: You should submit a SEAVEY DUPREF Change in accordance with Article 3.27 of the Transfer Manual.

Q: *The three times a year SEAVEY notices seem to move the sea duty commencement cut-off dates for many rates by four months each time. But, others seem to leap ahead and reduce sea tours for some rates from several years down to about two. What causes this?*

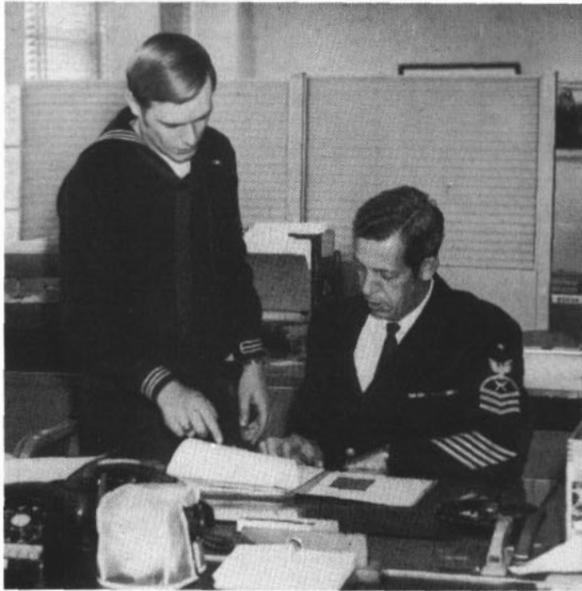
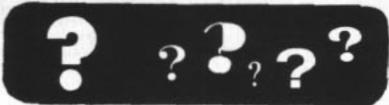
A: If all enlisted billet requirements did not change, and if the enlisted population of the Navy did not change, then sea duty commencement dates would move forward by four months for everyone in SEAVEY—and we would not really need the SEAVEY/SHOREVEY system. But, fortunately for some and unfortunately for others, our Navy is in a constant state of changing requirements and as in any human community, so is our enlisted population. The changes that seem to be most responsible for substantial reductions in sea tours occur in both our requirements and our population. Some of the more visible changes include: reduced sea billets caused by inactivation of fleet units; an increase in shore billets for the ratings which have historically had excessively long sea tours; and a marked trend of increasing reenlistment rates.

Training Publications

Q: *I really studied the "blue book"—rate training manual—for the next higher rate and I'm sure I know the subject areas covered in the book as well as any man. Yet, I failed to pass the advancement exam. Where did I go wrong?*

A: Advancement exams are based primarily on the "blue books," and on the publications used as references to prepare them. In addition, questions to cover some quals are based on other publications listed





under your rating in Training Manuals for Advancement (NavPers 10052 series).

Q: How can I get textbooks and special publications that are not available at the Naval Correspondence Course Center?

A: Special publications can be requisitioned in accordance with NavSup 2002 through regular supply channels. Requests for purchasing rate training manuals should be directed to the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402, or the Naval Training Support Command (NTSC 20), Washington, D. C. 20370. Commercial texts being used with correspondence courses may be purchased from the publisher.

Q: What happens to comments and corrections to training publications that are sent to the Chief of Naval Personnel?

A: They are sent to the project manager of the particular publication. He discusses the comments with the concerned personnel at the writing activity and, if found acceptable, the comment or correction is placed in the update folder maintained by the writer for a specific publication for use at the time of the next revision.

Veterans' Benefits

Q: I am undecided as to my program of education, and wonder, will the VA provide counseling?

A: Yes. A veteran may apply for counseling by the VA to assist him in selecting a program and educational goal. He may apply for it before beginning training on VA application form 21E-1990, or at a later date by letter. There is no charge for counseling,

but the veteran must pay any travel expense to and from the counseling location.

Q: If I sell my mobile home, can the GI loan be assumed by the purchaser?

A: Yes. However, you will remain liable for the loan unless you apply to VA for a release from liability, and the VA grants the release in writing. Further, you may not use your GI loan entitlement for any other purpose until the mobile home loan has been paid in full, regardless of whether VA releases you from liability on the loan or not. If the buyer obtains new financing in connection with the sale and the GI mobile home loan is paid in full, you will have no further liability on the loan and may then use your entitlement for other purposes.

Q: I am being discharged from the Navy in three months. Is there any short-term health insurance that will provide coverage until I get a job?

A: Yes. Mutual of Omaha offers a plan, approved by DOD, called MAJORCARE 90. Under this plan, coverage may be obtained for you and your dependents. Two notes of caution: First, you must sign up and pay for the program prior to your release from active duty. Secondly, this plan does not provide maternity coverage. See your separations officer for complete details.

Q: I am a Vietnam veteran recently discharged due to a service-connected disability. Now, due to an accident, I am totally disabled. Can I apply for a VA pension?

A: Yes. Veterans of the Vietnam Era with 90 or more days of service, or those separated from such service for a service-connected disability, who become permanently and totally disabled from reasons not traceable to service, may be eligible for VA's nonservice-connected disability pension. If you are totally disabled and unable to obtain gainful employment, you may also be eligible for additional compensation from the Social Security Administration.

Q: I'm attending school under the GI Bill, and would like to change my program of studies. Is this allowed?

A: Yes. Each veteran may make one change of program. One additional change may be allowed if it is found through VA counseling that the program proposed by the veteran is more suitable to his aptitudes, interests, and abilities.

Q: I am a veteran who wishes to go in business with a nonveteran to get a GI loan. Will VA guarantee such a loan?

A: Yes, but the amount of the loan on which the guaranty or insurance is based will be in proportion to the veteran's interest in the loan. It may be difficult to find a willing lender.

Q: I have been attending school at night and working during the day. I receive one-half time educational assistance allowance from the VA. I now wish to attend the same school full-time, and study the same subjects. What notice must I give the VA?

A: Visit the registrar's office and have them notify the VA that you have become a full-time student. With no further action on your part, your educational assistance allowance will be increased to a full-time rate.

Q: I have read that some national cemeteries are filling up, and will soon close. Will VA pay an additional allowance toward purchasing a plot in a private cemetery?

A: There is no provision for VA to pay anything upon the death of a veteran except a statutory \$250 burial allowance, unless he carries insurance administered by the VA. Also, the Army, not VA, is in charge of the national cemetery system. The Social Security Administration may also pay an allowance of up to \$255 for burial expenses of veterans and retirees.

Q: My husband has been reported missing in action. I understand that I may now be eligible for educational benefits through the VA. Is this true?

A: Yes. Recent legislation (PL 91-584) authorizes



educational benefits for wives of prisoners of war or veterans missing in action for a total of more than 90 days.

Miscellany

Q: I am a PNI with an orphaned 10-year-old brother to whom I have been appointed legal guardian. Now I am told that he is not an eligible dependent for medical care, travel or anything. Can this be true?

A: Yes, it is true. However, a bill, which would provide dependency allowances and privileges for a child to whom a member of the Armed Forces stands in relationship of guardian, has been introduced in the House. DOD has recommended a further liberalization of the bill to include a dependent foster child under certain circumstances.

Q: I am a Navy Hospital Corpsman attached to the Marines. Why should I be required to abide by Marine grooming standards and not Navy grooming standards?

A: Uniform and grooming regulations have recently been reviewed among the chiefs of all of the services. They agreed they should mutually accept the others' standards in their facilities. When a man of one service is attached to a unit of another then he must adhere to that service's regulations. The Commandant of the Marine Corps recently issued an ALMAR message restating this. Our hospital corpsmen provide a particularly vital service to the Marine Corps. The Marines have learned that our corpsmen—in Marine uniforms and adhering to Marine Corps uniform regulations—more strongly identify themselves with their Marine comrades in arms, and that this helps in carrying out the Marine Corps' mission. Interestingly, we find as many corpsmen accept and support this as against those who do not.



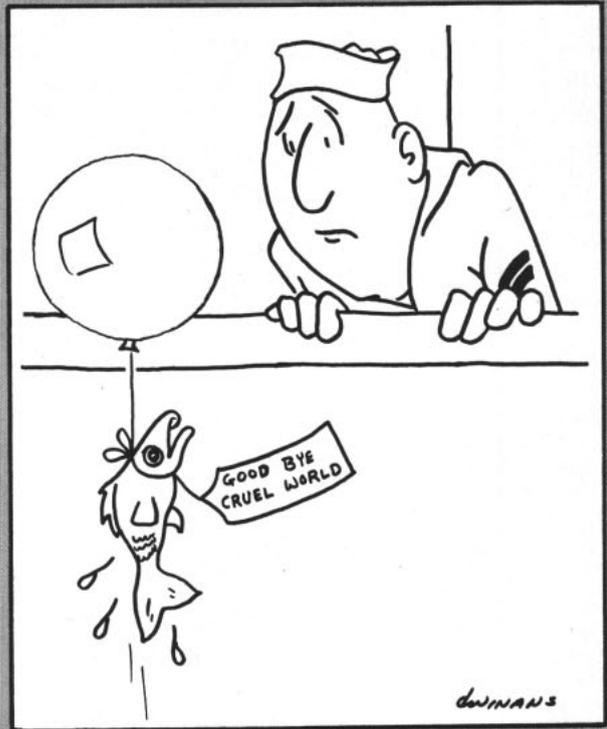
SECOND PLACE

IC1 Jeremiah H. Paoli



FIRST PLACE

CTA1 Donald L. Winans



THIRD PLACE

ENS Wayne N. Moles



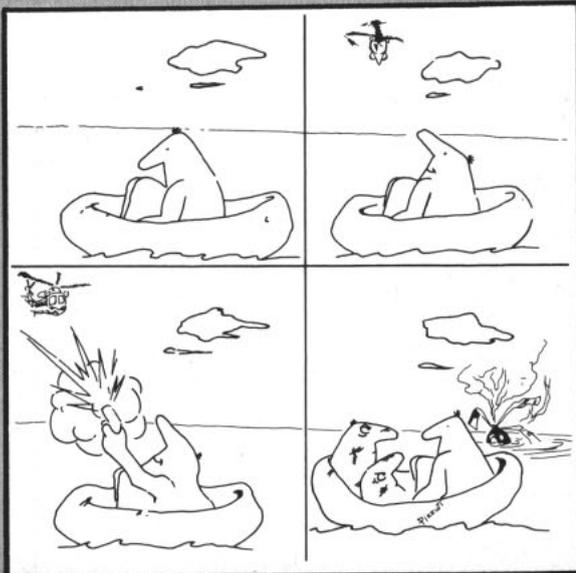
ALL-NAVY CONTEST

BY A DECISION of the All-Navy judges, first place in the 16th annual All-Navy Cartoon Contest went to CTA 1st Class Donald L. Winans of the Naval Security Group Activity, located at Winter Harbor, Maine. It was a popular win, and an original treatment of humor in a contest that was rich in originality.

Judges for the contest included an officer, a chief petty officer and a WAVE, plus one enlisted man serving on shore duty and another enlisted man serving on sea duty.

FOURTH PLACE

AZ3 Joseph P. Pizzuti



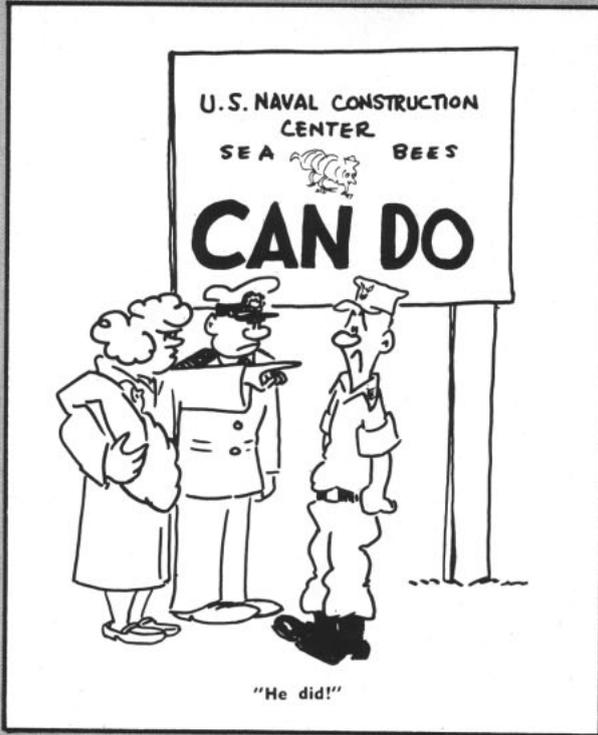
FIFTH PLACE

TDAN Ralph C. Cole



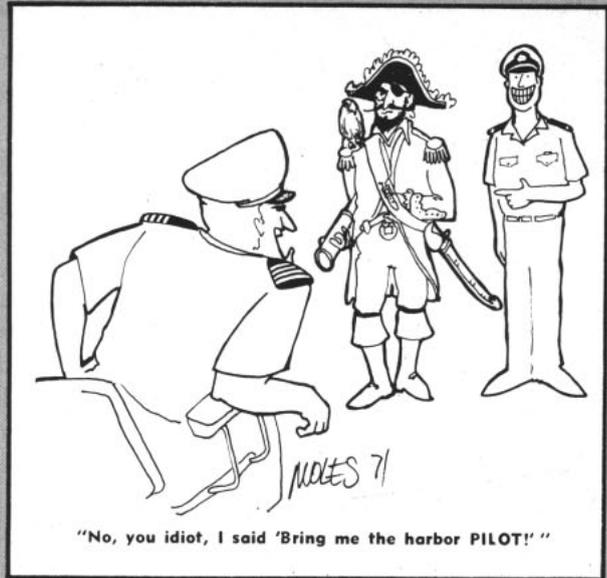
1st HONORABLE MENTION

LCDR Thomas N. Giles



2nd HONORABLE MENTION

ENS Wayne N. Moles



3rd HONORABLE MENTION

TD1 Charles D. Perron



4th HONORABLE MENTION

IC1 Jeremiah H. Paoli



5th HONORABLE MENTION

MT1 John E. Violette



CARTOON WINNERS

As if second place wasn't good enough, IC1 Jeremiah H. Paoli of the Atlantic Fleet's destroyer tender USS Sierra also took fourth honorable mention in this year's contest.

Another double winner this year was Ensign Wayne N. Moles of the carrier Kitty Hawk, who took third place and followed up by also taking second honorable mention. For other winners, see the cartoons shown here.

TAFFRAIL TALK

WHEN THE CREWS of USS *Wood County* (LST 1178) and *Tucumcari* (PGH 2) sampled Danish pastry in Copenhagen, they discovered there was a difference between the Danish variety served with their morning coffee aboard ship and that eaten by Danes. They remedied the situation by sending two commissarymen ashore for a week to learn the art. After kneading, rolling, sweetening and glazing experimental models in a Copenhagen bakery, the two returned to their ships where they put their new skills to the test. For the information of others who may be interested, here's what they learned.

According to the commissarymen, the secret of a good Danish pastry lies in rolling the dough again and again, while still maintaining layers of dough.

"There should be," one of them said, "27 layers of dough when the rolling process is completed."

The mark of success was evident when the crews of *Wood County* and *Tucumcari* neither knew nor cared how many layers of dough there were when the rolling process was completed. They only knew that having a coffee and a Danish was more fun than it used to be.

* * *

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THIS IS A PIGEON POST MESSAGE—ATTN EDITOR ALL HANDS

It's been some time since ALL HANDS has received a pigeon post message. Therefore, we feel it merits publication. So—here—with the following dispatch with the foregoing date-time group and code numbers:

INTREPID, a word which means resolute fearlessness, fortitude and endurance, is an appropriate name for the vessel which celebrated its 25th birthday August 16th. Not only is *Intrepid* the oldest Fleet carrier in operation today, but also she has the fame of being the most damaged World War II carrier.

To celebrate her 25th, the men of *Intrepid* held a birthday party in the hangar bay. The evening events included: an award presentation and reenlistment ceremony on WINT—the ship's closed-circuit television station; a film on the CNO, Admiral Zumwalt, addressing the sailors in Hawaii; volleyball games; boxing matches; a musical performance by the ship's hard-rock band; and a special skit.

The commanding officer of *Intrepid*, Captain Charles S. Williams, Jr., presented birthday presents to seven crewmembers who also celebrated birthdays that day, and to the oldest member of the ship, Radioman Chief Livingston, 63, and the youngest member, Seaman Apprentice Shive, 17. Captain Williams then cut the 300-pound birthday cake while assisted by Rear Admiral George P. Steele, III, Commander Antisubmarine Warfare Group Four, and Chief Livingston.

Intrepid's biggest birthday gift was an unexpected visit to Rosyth, Scotland, the next morning. *Intrepid's* scheduled 28-day at-sea period after departing Greenock, Scotland, on August 11 was modified for operational reasons and resulted in *Intrepid's* Rosyth port visit on August 17th to 19th.

The All Hands Staff

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Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

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• **AT RIGHT: THE BIGGER THEY ARE . . .** A worker standing by the Attack aircraft carrier USS *Midway* (CVA 41) illustrates the relationship between man and his machine. The carrier was photographed in drydock at Hunter's Point Naval Shipyard, San Francisco, Calif.



NAVY ROCK



An exciting new sound, the hard-driving sound of rock, is what the Navy's new group, "Port Authority", is serving up to the "now-generation". Formed from thirteen members of the Navy Band, "Port Authority" was begun in 1971 as the inspiration of Senior Chief Musician Paul Simerman so that Navy musicians could offer exactly the music today's youth is looking for. And they're right on.



PORT AUTHORITY